

RAILROAD COMMISSIONERS'

REPORT

1903-1905

MISSISSIPPI

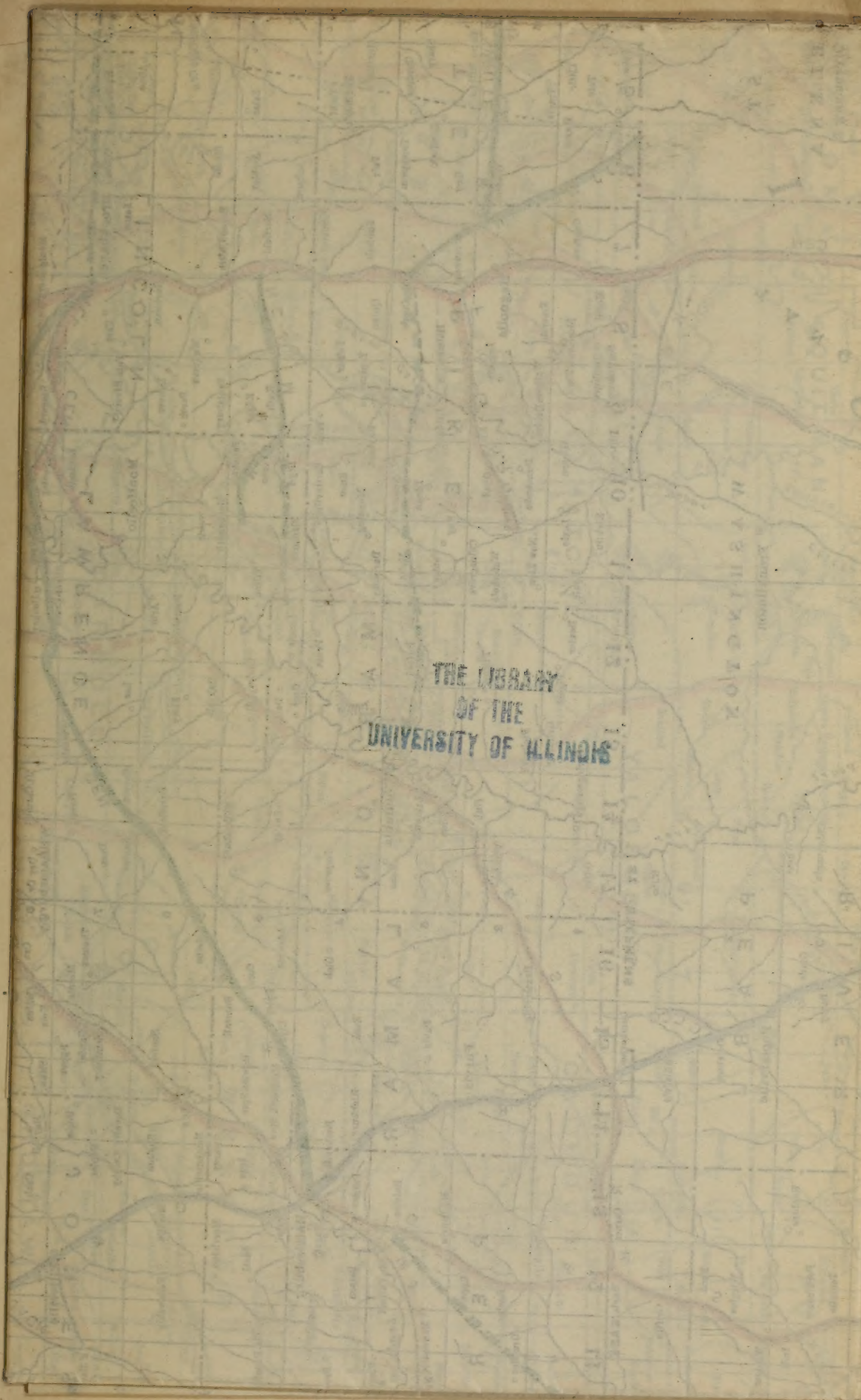
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TENTH BIENNIAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

MAY 28 1920

STATE OF MISSISSIPPI

FOR THE

TWO YEARS ENDING JUNE 30, 1905.

S. D. McNAIR, PRESIDENT,
J. C. KINCANNON, R. L. BRADLEY,
COMMISSIONERS.

T. R. MAXWELL, SECRETARY.

NASHVILLE, TENN.:
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TENTH BIENNIAL REPORT.

OFFICE OF THE MISSISSIPPI RAILROAD COMMISSION,

JACKSON, MISS., NOV. 1, 1905.

To the Honorable Legislature of the State of Mississippi:

GENTLEMEN—In compliance with Section 4333, Chapter 34, Annotated Code of 1892, we have the honor to submit herewith the Tenth Biennial Report of this body, for the two years ending June 30, 1905. This report therefore covers a part of the term of our predecessors in office, to wit, John D. McInnis, President, A. Q. May and J. C. Kincannon, Commissioners.

The members composing the present Commission, to wit, S. D. McNair, J. C. Kincannon and R. L. Bradley, organized on January 18, 1904, by electing S. D. McNair President and T. R. Maxwell Secretary.

The Commission is required by law to meet on the first and third Mondays of each month. However, your Commission, at its first regular meeting, by resolutions spread upon the minutes and made public, remained in continuous session for thirty days. We are pleased to report the transaction of much business of public interest, a condensed report of which is made herein.

Since the last report we have disposed of 157 docketed cases, as compared with eighty-two disposed of during the two preceding years.

Many important orders have been made on the motion of the members of the Commission which were not docketed. A great many matters we succeeded in adjusting by correspondence and agreement without the necessity of formal orders by the Commission. No mention of such matters is made in this report.

A comparison and investigation of the matter will show that we have had made a great many improvements for the public convenience in the matter of depot and passenger facilities. We have materially increased the assessed valuation of railroads, telephones and telegraph companies doing business in this State. The total increase in valuations amounting to \$2,814,794.00, making an additional amount paid in State taxes of \$16,888.00 per year, and an increase of more than \$30,000.00 annually paid, counting the State, county and municipal taxes.

We have adopted such modifications and reductions in freight rates and regulations as seemed proper and made many orders of great importance, involving a difference in freight charges of many thousand dollars.

Some of the orders of the Commission have been resisted and others have not been obeyed by the railroads. There is now pending some litigation over the enforcement of these orders, to wit:

THE ILLINOIS CENTRAL VS. COMMISSION.

The Commission ordered the Illinois Central fast trains Nos. 1 and 3 to stop at Magnolia, the county seat of Pike County. The railroad company sued out an injunction against this order in the Federal Court. At the hearing Judge Niles decided in favor of the Commission. From this decision the railroad company appealed, and the United States Circuit Court of Appeals reversed the cause. The Commission prayed an appeal to the United States Supreme Court, where same is now pending.

A. & V. VS. COMMISSION.

On petition of the Meridian Board of Trade, the Commission fixed a flat rate of $3\frac{1}{2}$ cents per hundred pounds on grain and grain products from Vicksburg to Meridian. An injunction was sued out by the A. & V. Railroad Company, and on appeal to the Supreme Court of Mississippi, in a very able and interesting opinion, which is printed in full in this report, the action of the Commission was sustained. The railroad company has taken an appeal to the United States Supreme Court, and same is now pending.

IN THE MATTER OF PONTOTOC DEPOT.

The Commission ordered the rebuilding of the depot on the site of the old depot, which was burned. The M., J. & K. C. R. R. Company enjoined this order, proposing to change the site to its new line of road being constructed along a changed route some distance away. The Commission then enjoined the railroad company from constructing their road along this new route, believing the same was violative of the law prohibiting any railroad passing within three miles of the county seat without passing through same, and also in abandoning any part of an established line of road, and violative of their undertaking set out in their petition to the Commission for consolidation "to standardize and operate the G. & C. (narrow gauge)," which they acquired by consolidating. This matter came to the Supreme Court of this State on appeal, and the action of the Commission was upheld in a very able opinion, embracing and declaring the law on many interesting points. This opinion appears in full in this report.

ARCOLA CONNECTION.

On petition, the Commission ordered the Yazoo & Mississippi Valley Railroad and the Southern Railroad to connect their tracks at Arcola, as provided in Section 1, Chapter 81, Laws 1898. The Railroad Company sued out an injunction and the cause is now pending.

WILSON'S CROSSING DEPOT.

The depot at the town of Lexington was established by the railroad, over the protest of the citizens of said town, at quite a distance from the business section of the town, across a creek, at a very inconvenient place. The Legislature long since, in a special act, required all passenger trains to stop at Wilson's Crossing in said town. No depot, however, had ever been provided by the railroad company. The Commission ordered a passenger depot built at Wilson's Crossing. This order was ignored, and on failure of the Illinois Central Railroad to obey same a fine of \$500.00 was imposed by this Commission for contempt and the Attorney-General instructed to bring suit to collect same and to institute proper legal proceedings to compel compliance with the order of the Commission. This cause is now pending in the Supreme Court of this State on appeal by the Commission from the adverse decision of the Chancellor.

CONTINUOUS MILEAGE.

The Commission, on proof that the holders of a majority of the stock of the N. O. & N. E. R. R. also owned a majority of the stock in the A. & V. R. R. and that both roads were a part of the same (Q. & C.) system and under the same general management, ordered the discontinuance of joint hauls between said roads and directed that all freights originating or moving over one moving over or destined to points on the other should be carried on a continuous mileage basis. This order has been enjoined by said railroads and is now pending.

In this connection we respectfully, yet earnestly, call the attention of the Legislature to the fact that no provision by way of appropriation has been heretofore made to defray the expenses of this Commission. This necessarily operates as a serious embarrassment and hinderance in the enforcement of obedience to the orders of the Commission. Costs will accrue and must be paid. The attendance of witnesses must be secured and their expenses should be paid. In many instances it is necessary for the Attorney-General to attend the trial of cases for the Commission at some place distant from the Capitol. His actual expenses most assuredly should be provided for, especially as he is not required by law to do

this, and the Commission is forced to rely on his generosity and interest in the public welfare for any legal representation whatsoever. It follows as a matter of course that the most important matters affecting the revenues of those we supervise are resisted most vigorously and require that the Commission be placed in a position to meet this condition. Furthermore, the law makes it our duty to see that all laws relating to railroads are enforced. Resort to the courts is our only means of discharging this obligation. We are also required and it is often advisable and even necessary that the Commission should visit in a body, or separately the scene of trouble. This incurs an expense which can ill be borne out of the meager salaries paid the Railroad Commissioners, and unless this Commission has the means provided for making proper investigation and conducting necessary litigation we must of necessity fail in efficiency.

Section 4334 suggests the propriety of an appropriation, and same is a necessity and should be made to cover the proper expenses of the Commission which a discharge of their duty entails.

A brief summary of some of the results obtained in the improvements of depots and passenger facilities in general is herein given.

DEPOTS, PAGODAS, ETC.

The following depots, sheds and pagodas ordered built, to wit:

New depot at Enondale, on the M. & O. R. R.

New depot at Malmaison, on the Southern R. R.

New depot at Leflore, on the Y. & M. V. R. R.

New depot at Senatobia, on the Illinois Central R. R.

New depot at Wanosuga, on the M. & C. R. R.

New depot at Brandon, on the A. & V. R. R.

New depot at Dockery, on the Y. & M. V. R. R.

New depot at Bond, on the G. & S. I. R. R.

New depot at Ellisville, on the N. O. & N. E. R. R.

Petition for new depot at Pontotoc. Petition granted and case now in the United States Courts.

New depot at Rosedale.

New depot at Tchula.

New depot at Cleveland.

New depot at Shaw.

New depot at Itta Bena, on the Y. & M. V. R. R.

New depot at Macon, on the M. & O. R. R.

Petition for new depot at Wilson's Crossing in Lexington. Ordered built. Injunction by railroad. Case pending.

New depot at Thornton, on the Y. & M. V. R. R.

New depot at Latonia, on the M., J. & K. C. R. R.

Depot and spur track at New Hope, on the M. & O. R. R.

Depot at Newton, on the A. & V. R. R.

New depot at Yazoo Pass, on the Y. & M. V. R. R.

Additional depot facilities at McCaleb, on the N. J. & C. Division of the Y. & M. V. R. R.

New depot at Martin, on the N. J. & C. Division of the Y. & M. V. R. R.

Petition for new union depot at West Point. Dismissed on counter petition.

Additional warehouse room to depot at Fayette, on the N. J. & C. Division of the Y. & M. V. R. R.

New passenger depot at Harriston, on the N. J. & C. Division of the Y. & M. V. R. R.

New depot at Merrill, ordered built on old site. Commission enjoined. Case pending.

Additional passenger room to depot at Boyle, on the Y. & M. V.

New depot at Louin, on the M., J. & K. C. R. R.

New depot at Iuka, on the Southern R. R.

New passenger depot at Yazoo City, on the Y. & M. V. R. R.

New depot at Beulah, on the Y. & M. V. R. R.

Agreement with A. & V. R. R. for new depot at Rankin, on the A. & V. R. R. Continued for completion.

New depot at Skene, on the Y. & M. V. R. R.

Better depot facilities ordered at Stewart, on the Southern R. R.

New passenger depot ordered built at Jackson, on the I. C. R. R. Case pending.

New depot ordered built at Bogue Chitto, on the I. C. R. R.

Additional shed at Durant, on the I. C. R. R.

New depot at Martin, on the N. J. & C. Division of the Y. & M. V. R. R.

New stock pens ordered at Yazoo City, on the Y. & M. V. R. R.

Pagoda at Garden City, on the Y. & M. V. R. R.

Improvement in depots ordered at Bairds, Dunleith, Heathman, Indianola and Wilczinsky.

SHEDS AND PLATFORMS.

Sheds ordered built at Topeka; Ruth, Vena Shack, on the C. & M. R. R.

Additional cotton platform at Forest, on the A. & V. R. R.

Additional platform at McCool, on the C. A. & N. Division of the I. C. R. R.

Additional facilities at Biloxi for express and freight.

Additional platform at Beulah, on the Y. & M. V. R. R.

Additional platform at Sledge, on the Y. & M. V. R. R.

Petition for stock pen at Boyle, on the Y. & M. V. R. R. Dismissed.

- Additional platform at Sidon, on the Y. & M. V. R. R.
Petition for better depot facilities at Twin Lake, on the Y. & M. V. R. R. Ordered.
- Petition for re-establishment of Hollywood Station, on the Southern R. R. Dismissed.
- Petition for depot at State Levee. Pending.
- Petition for additional facilities at Amory, on the K. C. & M. B. R. R. Dismissed.

MISCELLANEOUS.

- Petition of citizens of Lexington and Durant, on the I. C. R. R., for Sunday train. Granted.
- Petition of citizens of Bigby, on the K. C., M. & B., to have fast train stopped. Denied.
- Petition of citizens of Utica, on the N. J. & C. Division of the Y. & M. V. R. R., for additional clerical help. Dismissed, the company having provided necessary help.
- Petition of citizens of Hickory, on the A. & V. R. R., to have fast trains stop. Rejected.
- Petition for larger cotton platform at Maben. Withdrawn.
- Petition to discontinue Latonia and establish Brushy, on the M. J. & K. C. Granted.
- Petition to have trains Nos. 7 and 8, on the A. & V. R. R., stop at Smith. Granted as to train No. 8.
- Petition for better passenger facilities at Water Valley, on the I. C. R. R. Granted.
- Petition for crossing at Gallman, on the I. C. R. R. Granted.
- Petition for depot at Foster's Creek lumber mills, on the Y. & M. V. R. R. Dismissed.
- Petition of citizens of Magee, Mendenhall and Florence, on the G. & S. I. R. R., to change the schedule of passenger trains. Dismissed.
- Petition of wholesale dealers of Vicksburg for five days' free time on apples, etc. Granted.
- Petition to have the Y. & M. V. R. R. and Southern R. R. connect their tracks at Hollandale. Rejected.
- Petition of citizens of Barnett for Western Union Telegraph office. Rejected.
- Petition of wholesale dealers of Mississippi for establishment of delayage charges. Granted.
- Petition of retail lumber dealers of Mississippi and Louisiana for establishment of delayage tariffs. Granted.
- Petition of C. M. & P. R. R. R. to change their terminal point. Granted.

Petition of the Pascagoula Street Railway & Power Company praying for exemption from supervision of the Mississippi Railroad Commission. Rejected.

Petition to have Vaiden, on the I. C. R. R., made flag stop for train No. 3. Granted.

Petition to have Estabutchie flag stop for trains No. 1 and 2, on the N. O. & N. E. R. R. Granted.

Complaint of citizens of Flora and Pocahontas vs. Cumberland Telephone Company for better service. Pending.

Petition of Farmers Gin and Seed Company of Bellwood, on the Y. & M. V. R. R. Dismissed by agreement.

Resolution of Commissioner Bradley in reference to filing tax schedule on railroads and other corporations. Adopted.

Petition of the N. O. & N. E. R. R. to remove switch at Erata. Granted.

Petition of citizens of Thornton for better telegraph service. Dismissed, the railroad company agreeing to provide service.

Resolution requiring Mobile & Ohio and Southern R. R. to adopt single mileage basis in computing rates. Adopted.

Petition of citizens of Byram, on the I. C. R. R. Dismissed.

Complaint of R. B. Mayes vs. Cumberland Telephone Company for inadequate service at Hazlehurst. Withdrawn by complainant.

Petition of the G. & S. I. R. R. for reduction of assessment. Granted.

Petition of citizens of Webb to have Y. & M. V. R. R. put in additional track to factory. Granted. Track put in.

Complaint against the Y. & M. V. R. R. for failure to make connections between their passenger trains and passenger trains of the Southern at Moorhead. Dismissed on connection being established.

Complaint of switching charges on the I. C. R. R. by Newcome Lumber Company. Original rate restored.

Petition of Wirt Adams, State Revenue Agent, to have the Commission assess capital stock of the I. C. R. R. Co. Granted.

Petition of the G. & S. I. R. R. to cut out flag stations at Keno, Moscow, Bowie, Feagan and Millview. Granted.

Petition of citizens of Maben for better telegraph service. Dismissed, the Western Union agreeing to improve service.

Petition of P. & L. R. R. R. for permission to change name of the road to Mississippi Central. Granted.

Complaint of Y. & M. V. R. R. for failure to open their waiting room or thoroughly light and heat same. Dismissed, the Company giving assurance of better service in the future.

Petition of P. & L. R. R. R. to change their terminal from Hattiesburg to Scranton. Granted.

Petition for the A. & V. R. R. for permission to remove spur track at Mayes. Granted.

Petition of the A. & V. R. R. for permission to remove Fairchilds switch. Granted.

Petition of Wirt Adams, State Revenue Agent, to have the G. & S. I. classified and assessed with back taxes. Granted.

Petition of the G. & S. I., joined in by the citizens, to have Addie discontinued as a stop. Granted.

Petition for additional passenger coach on the Aberdeen Branch of the I. C. R. R. Granted.

Petition of the citizens of Morton to have fast trains on A. & V. R. R. stop at Morton. Rejected.

Petition of United Commercial Travelers to have trains Nos. 21 and 22, on the Y. & M. V. R. R., stop at Butler's Spur. Granted.

Petition to have passenger trains stop at Wilczinsky, on the Y. & M. V. R. R. Granted.

Complaint against Southern R. R. for failure to bulletin trains at Columbus and West Point. Dismissed, with the assurance of better service.

Petition of the citizens of Woodville for extension of passenger service from Slaughter, La., to Woodville, Miss. Rejected on account of lack of jurisdiction.

Petition to have fast trains stop at Wilczinsky, on the Y. & M. V. R. R. Rejected.

Citizens of Gloster, Centreville and other stations on the Y. & M. V. R. R., praying for extension of service on trains 31 and 32 from Harriston to Centreville. Granted. Service put in.

Petition of citizens of Hazlehurst vs. Cumberland Telephone Company for better service. Withdrawn by petitioners.

Petition to have trains 35 and 36 stop on flag stop at Sibylton on Southern Railway. Granted.

Petition of citizens of Nettleton, on the K. C., M. & B. R. R., to have trains 205 and 206 stop on flag. Granted.

Petition of citizens of Osyka to have trains No. 5 and 6 stop at Osyka. Dismissed as to No. 5. Granted as to flag stop No. 6 and top to put off New Orleans passengers.

Commission against A. & V. R. R., failure to bulletin trains at Jackson. Dismissed with the promise of better service.

Complaint of Mississippi Independent Telephone Association vs. the Cumberland Telephone Company for the establishment of uniform rates. Dismissed on account of the complainant's failure to appear and to prosecute said matter.

Citizens of Rolling Fork against the Y. & M. V. R. R. for restoration of former rates on cotton into Vicksburg. Granted.

Petition of Newton Oil Manufacturing Company vs. A. & V. R. R. for permission to build seed house on the right of way of said road at Newton. Ordered that equal facilities be granted one as granted others.

Petition of citizens of Tutwiler to have trains 613 and 614 connect with train 313. Dismissed.

Citizens of Liberty, petition for lower cotton rates. Dismissed, the I. C. and Liberty-White agreeing to put in lower rates.

Commission vs. Y. & M. V. R. R. and Southern R. R. Motion to have the Y. & M. V. R. R. and Southern R. R. connect their tracks at Arcola. Ordered. Injunction by railroad. Case pending.

Peoples Compress and Warehouse Company of Vicksburg vs. Y. & M. V. R. R. Petition for modification of contract for handling cotton. Dismissed on advice of the Attorney-General that the Commission did not have jurisdiction. See Opinion.

Planters Compress and Bonded Warehouse at West Point vs. Southern R. R. Petition to prevent floating cotton by compress. Order prohibiting granted.

Citizens of Natchez vs. Y. & M. V. R. R. Petition for better freight service. Granted, better service having been provided.

West Point Brick and Manufacturing Company vs. Southern R. R. Petition to prohibit collection of switching charges at said point. Order granting petition.

Gulfport Cotton Oil Manufacturing Company vs. Mobile & Ohio R. R. Petition for reduction of rates on cotton seed. Rejected.

Petition of citizens of Lawrence vs. A. & V. R. R. for crossing. Pending.

Citizens of Isola vs. Y. & M. V. R. R. to have grounds and cotton platform improved. Ordered.

Citizens of Vaiden vs. I. C. R. R. for regulation of train schedule. Dismissed.

Citizens of Erata, petition to have trains 5 and 6 stop on flag at Hawks. Granted, but on counter petition stop at Hawks was discontinued and Erata was re-established.

Citizens of McNeil against N. O. & N. E. R. R. Petition to have all trains stop at McNeil. Dismissed.

Citizens of Duck Hill vs. I. C. R. R. Complaint of failure to have fire in waiting room. Case dismissed for want of prosecution.

Commission vs. Southern Railway Co. Ordered to properly bulletin all passenger trains at Greenwood.

Petition of Liberty-White R. R. Co. for permission to extend eastern terminal of Liberty-White R. R. to Columbia. Granted.

Commission vs. Southern R. R. and Y. & M. V. R. R. for better connection at Moorhead. Ordered.

Citizens of Hazlehurst vs. I. C. R. R. Petition for night operator. Granted. I. C. R. R. ordered to put in night operator.

Citizens of Macon vs. Macon Telephone Co. for better service. Granted.

Steen's Ginning and Mill Company vs. Southern R. R. Co. Petition for spur track. Ordered.

【Citizens of Starkville vs. M. & O. R. R., to require M. & O. R. R. to avoid delayage of passengers at A. and M. College Station. Granted.

Commission vs. Y. & M. V. R. R. and I. C. R. R. Citation to show cause why said I. C. and Y. & M. V. R. R. should not abolish joint freight charges and operate on continuous mileage basis. Case now pending.

Commission vs. all railroads in Mississippi. Citation issued to all roads operating in Mississippi to appear and show cause, if any, why the Commission should not name maximum rate on compressed cotton within the State. Pending.

The Commission vs. the M. & O. and the Southern R. R. Citation issued to said roads to appear and show cause, if any, why rates on grain and grain products from Greenville to Mississippi Junction points should not be reduced. Case pending.

Commission vs. Q. & C. R. R. Co., A. & V. and the N. O. & N. E. Railroads ordered to operate on a continuous mileage basis and abandon joint hauls. Commission enjoined by said railroads and case now pending in court.

Commission vs. M. J. & K. C. R. R. Ordered to show cause, if any, why service should not be established between Algoma and Maben. Pending.

Wholesale Grocers and Grain Dealers vs. Southern R. R. and Y. & M. V. R. R. Petition for lower grain rates from Greenville to Greenwood. Continued by agreement.

The Commission vs. K. C. & M. B. R. R. Complaint by Commissioner Bradley of failure to bulletin trains at Tupelo. Order imposing fine of \$50.00.

Commission vs. M. & O. R. R. Complaint by Commissioner Bradley for failure to keep waiting room clean at Tupelo. Order imposing fine of \$50.00.

Commission vs. Louisiana Car Service Association. N. S. Hoskins, manager of said Association, cited to appear June 7, 1905, to show cause why penalty should not be imposed for failure to comply with rules regarding free time at Vicksburg. Case pending.

Wholesale Grocers of Greenville vs. Southern R. R. Petition for lower rate. Pending.

* Petition of citizens of Indianola to require trains to run on schedule time. Service improved. Complaint dismissed.

Petition of citizens of McNair, on the Y. & M. V. R. R. for additional side track. Rejected.

Order adopted requiring all railroads in Mississippi to issue bill lading for cotton and other shipments when tendered, regardless of crowded warehouses and platforms.

Motion of Commissioner Bradley to fine all railroads and other corporations for failure to file quarterly reports in time prescribed

by law was finally dismissed, a general improvement along this line being assured.

Order putting on maximum rate of 15 cents between all points in Mississippi on native grown hay and corn. Adopted.

Order requiring the I. C. R. R., A. & V. and G. & S. I. and Y. & M. V. Railroads to place placards on all passenger trains entering and leaving Jackson, and to provide additional lights around Jackson depot. Adopted.

Order requiring all railroads in Mississippi to provide glasses for drinking purposes in all passenger coaches. Adopted.

Petition of Adams Machine Company, revision of rates on machinery out of Corinth. Maximum rate, C L, fixed 39 cents per hundred pounds; L C L, 67 cents per hundred pounds to all points over all roads in Mississippi.

Commission vs. all railroads. Revision of rates on clothing out of Corinth. Order fixing same adopted.

Commission ordered Southern R. R. to make improvements as follows: Webb Branch—Generally repair, surface, ballast, new cross ties and heavier rails. Percy Branch—Broaden gauge, ballast, etc. Main Line—New ties, rails, ballast, etc.

FREIGHT RATE REGULATIONS.

The Commission has ordered and secured many changes in freight rates and regulations of material importance; notably the rate on native grown hay and corn, a maximum rate from any point to any point within the State is fixed at 15 cents per hundred pounds.

A rate of 3½ cents per hundred pounds on grain and grain products from Vicksburg to Meridian was ordered. Resisted. (See report and Opinion of the Supreme Court herein.)

We adopted a rule abolishing the application of joint tariffs on freights originating and moving on two or more roads in the State belonging to one system and practically one ownership. (See order of M. & O. and Southern, which has by order of the Commission, July 3, been made to apply to all roads similarly related.

On petition of the wholesale dealers and lumbermen, new demurrage rules were made, and we established what we term and is known as a "delayage rule," by which a shipper is entitled to claim of the railroad company fixed damages for failure to promptly furnish cars, transport and deliver goods. Many other orders were made, reducing freight rates and correcting irregularities, which are shown by the orders printed in this report.

RECOMMENDATIONS.

We call your attention to the rapid increase of railroad mileage and business in this State, the total mileage being 3,503.79 and the

gross earnings reported for the year ending June 30, 1905," amounting to \$24,260,539.60. This will continue and the increase be more rapid in the immediate future, because of the conditions of prosperity, commercial development and the geographical position of Mississippi with reference to the Gulf Ports and the proposed Panama Canal. This increases the importance and multiplies the duties of the Commission, suggesting the propriety of such changes in our statute laws to meet changed conditions and to correct certain defects in the present law, which, by the way, has been slightly revised since the creation of the Commission in 1885, as your honorable body may deem wise.

As directed by Section 4333, Chapter 34, we make the following suggestions:

That Section 4306 be amended so as to give the Commission authority to require additional passenger "TRAINS" necessary for the public convenience. We now have the authority to order additional "coaches" on trains already established, as indicated in an opinion delivered in the case of the Illinois Central against the Commission "in the matter of stopping fast train at Magnolia, Miss." Such matters might be remedied without interfering with fast schedules by ordering an additional passenger train. This power would have to be given the Commission, however, by the Legislature, and if this opinion is upheld by the Supreme Court of the United States, to which an appeal has been taken by the Commission, the order of additional trains will be the only means of securing adequate passenger facilities for towns along the routes of various railroads.

In the matter of fines which the Commission is directed to assess for failure to properly keep bulletin boards, we suggest that Section 4304 be amended to read "not more than \$50.00," thus giving the power to the Commission to assess a less fine than \$50.00, for the reason that the railroad company often requires the agent who is in fault to pay the penalty, and to assess a fine of \$50.00 is a great hardship on the agent, who often receives no greater salary per month. We think a less fine would be more often collected and secure better results.

We suggest the repeal of Section 4308, which requires the Commission to visit the scene of accident to a railroad train. This section has never been observed, and it is impracticable if not impossible to comply with same, as it would necessitate the keeping of a special train for the convenience of the Commission, without compensating benefit.

In the matter of sites for new union passenger depots, we suggest that some provision be made for the acquisition of sites for union passenger depots which may be designated by the Commission, as directed by Section 4310.

We call attention to the inartful wording of Section 1, Chapter 81, of Acts 1898.

We suggest a law compelling the connection of competing telephone companies for the transmission of long-distance messages.

It appears to us that by reason of the fact that this Commission is empowered to levy penalties and make orders, and as a large part of the work of the Commission is in settling claims between the railroads and people, which can be done only after considerable correspondence, that the business would be expedited by providing that the orders of the Commission should have the force and effect of a court of record, and that proper legislation in respect thereto should be made.

We would further suggest that the time of making the report of the Commission be changed and made up to the same date as other State Departments. Ending as now required on the 30th of June, prevents the bringing down to date, for the information of the Legislature, the acts of the Commission, and as a matter of fact we are required to embrace in the report matters which cannot possibly be reported to the Commission, and which by law are not required to be reported to the Commission, until forty days after June 30.

SPECIAL ICE TARIFF OF K. C., M. & B. R. R.

JACKSON, MISS.

The same being considered was ordered approved, copy returned so endorsed.

APPLICATION OF THE GULF AND CHICAGO R. R. CO., ETC.

The application of the Gulf & Chicago R.R. Co., organized under the laws of the States of Mississippi and Tennessee, for permission to consolidate said corporation, coming on to be heard, and it appearing to the satisfaction of the Commission that said corporations do not own or operate parallel or competing lines of railroad. It is ordered by the Commission that permission to consolidate said corporations as prayed in said application be, and the same is hereby granted. By the Commission on 6th day of July, 1903.

PETITION FOR DEPOT AT MALMAISON.

JACKSON, MISS., September 8, 1903.

That the Southern Railway Co. be and is hereby instructed and ordered to erect a suitable depot at said point, to wit: Malmaison, within ninety days from the date of this order. In this fail not, under penalty.

CITIZENS OF GIBSON VS. M. & O. R. R. FOR DEPOT.

JACKSON, MISS., September 22, 1903.

It is ordered that work be commenced on said depot within thirty days from September 26, 1903, and that same be completed within ninety days from said date, to wit, the 26th day of September, 1903.

CITIZENS OF MAGNOLIA VS. I. C. R. R.

JACKSON, MISS., September 22, 1903.

Petition that trains 1, 3 and 4 be required to make regular stops. Petition granted as to trains 1 and 3, Railroad Company enjoined and obtained temporary injunction. Case continued. Pending in the United States Courts.

IN THE MATTER OF ENLARGEMENT OF PLATFORM AT MABEN.

JACKSON, MISS., October 5, 1903.

It is ordered by the Mississippi R. R. Commission that the said platform as prayed for at Maben be built sufficiently larger to accommodate the business of the station. Said work to begin and be completed within thirty days from October 10, 1903. In this fail not, under the penalty.

IN THE MATTER OF SAFETY DEVICE FOR THE I. C. R. R.

JACKSON, MISS., October 5, 1903.

The application of the I. C. R. R. Co. for the approval of the safety device adopted by it and the Liberty-White R. R. at McComb City, of which device a plat and description has been furnished to the Commission, is granted and such device is approved and the said railroad companies are authorized to pass such crossings, using such device, without stopping their trains, as provided in and by Chapter 61 of the Laws of 1896.

In the matter of the application of the Illinois Central Railroad Company for approval of the safety device adopted by it, and by the Natchez, Columbia & Mobile R. R. Co. at Norfield, Miss., of which device a plat and description has been furnished to the Commission, is granted, and such device is approved and the said railroad companies are authorized to pass such crossings, using such device, without stopping their trains, as provided in Chapter 61 of the Laws of 1896.

IN THE MATTER OF THE COMMISSION MOVING THEIR OFFICE.

JACKSON, MISS., October 6, 1903.

The Capitol building being completed, the Commission on the 1st day of October moved into the new capitol. The following resolutions, passed by the State House Commission changing the quarters previously assigned to the Commission, is given for reference and information, to wit:

"Resolved, That rooms 103 and 106 be assigned to the Railroad Commission, and that rooms 202 and 204 be assigned to the keeper of the Capitol. Provided, that the State Revenue Agent pays for changing lettering on doors."

IN THE MATTER OF THE RAILROADS BUILDING SHEDS, ETC.

JACKSON, MISS., October 6, 1903.

In this matter the railroad company agreed to build sheds at Topeka, Ruth Vena and Shack within ninety days from September 7, stating they had sidetrack at all the points named. In regard to the rates the following changes were ordered, made effective November 1, 1903, by correcting present tariff to read as follows:

Class "D," under 5 miles, 6 cents per 100.

Class "D," 5 miles and under 10, 7 cents per 100.

Class "D," 10 miles and under 15, 8 cents per 100.

Class "D," 15 miles and under 20, 9 cents per 100.

Class "D," 20 miles and under 25, 10 cents per 100.

Class "D" to apply on meal and all articles classed as grain or grain products.

Under heading, flour and meal, per bbl., eliminate meal and correct to read flour per bbl.

Under 5 miles, 25 cents per bbl.

5 miles and under 10, 25 cents per bbl.

10 miles and under 15, 25 cents per bbl.

15 miles and under 20, 30 cents per bbl.

20 miles and under 25, 30 cents per bbl.

Lumber, laths, shingles, scrap iron to read:

Under 5 miles, 4 cents per 100.

5 miles and under 10, 4 cents per 100.

10 miles and under 15, 4 cents per 100.

15 miles and under 20, 5 cents per 100.

20 miles and under 25, 5 cents per 100.

Hewn ties or piling oak or pine, same as lumber.

INSPECTION OF RAILROADS FOR 1903.

JACKSON, MISS., October 20, 1903.

The following assignment was made:

J. D. McInnis—	
Y. and M. V. Branches.....	978 miles.
L. & N. R. R.....	73 miles.
N. O. & N. W. R. R.	2 miles.
	<hr/>
Total.....	1,053 miles.
J. C. Kincannon—	
M. & O. R. R.....	315 miles.

IN THE MATTER OF RULES FOR CAR SERVICE ASSOCIATION.

JACKSON, MISS., October 20, 1903.

It was ordered by the Commission that Rule 4 of the Commission's rules governing car service, be amended by adding the following to said rule 4: (A) When consignee resides more than three miles and less than ten, five days' free time will be allowed. (B) When the consignee resides more than ten miles from the railroad station, seven days' free time will be allowed. The above being the same rule as applies to package freight. Same amendment to be effective on and after November 1, 1904. Copy sent to all railroads in the State.

IN THE MATTER OF BETTER DEPOT FACILITIES AT JACKSON, MISS.

JACKSON, MISS., October 20, 1903.

The plans submitted by the Superintendent for improvements rejected and the Illinois Central ordered to file additional plans at next meeting of the Commission.

MERIDIAN BOARD OF TRADE VS. A. & V. R. R.

JACKSON, MISS., October 21, 1903.

Petition that action approving a rebilling rate of $3\frac{1}{2}$ cents on grain and grain products from Vicksburg to Meridian be made general and to apply on all shipments of said commodity. Case heard and taken under advisement until next meeting.

IN THE MATTER OF THE ISSUANCE OF BILLS OF LADING.

JACKSON, Miss., November 16, 1903.

WHEREAS, It having been brought to the attention of the Mississippi Railroad Commission that certain railroads in the State are refusing to issue bills of lading for cotton and other freight when offered for shipment, it is therefore ordered that the following railroads, who are thus refusing to issue bills of lading, be and are hereby ordered to issue said bills of lading on demand of shipper, when said commodity is in shipping condition, to wit: The Illinois Central, the Yazoo & Mississippi Valley, the K. C., M. & B. R. R., the Frisco System and the Southern Railway Company, and all other roads thus refusing to issue bills of lading on demand by shipper.

IN THE MATTER OF PETITION OF THE WHOLESALE MERCHANTS OF THE CITY OF VICKSBURG VS. THE LOUISIANA DEMURRAGE ASSOCIATION.

JACKSON, Miss., November 16, 1903.

Praying the Commission to so amend its rules as to allow five days' free time on all carloads of apples, potatoes, onions and cabbage, in bulk. The case coming on to be heard, both sides being present and heard, order passed granting the prayer of the petitioners.

MERIDIAN BOARD OF TRADE VS. A. & V. R. R. CO.

JACKSON, Miss., November 16, 1903.

The Alabama & Vicksburg Railroad Company is hereby ordered to put into effect over its line of road from Vicksburg, Mississippi, to Meridian, Mississippi, inclusive, of said cities, from and after December 8, 1903, a flat rate of $3\frac{1}{2}$ cents per hundred pounds on grain and grain products, and no more.

ALABAMA & V. RY. CO. VS. RAILROAD COMMISSION OF MISSISSIPPI.

(Supreme Court of Mississippi. May 8, 1905.)

RAILROADS—REBILLING RATE—DEFINITIONS—UNJUST DISCRIMINATION—ESTABLISHMENT OF RATE—RAILROAD COMMISSION—POWERS OF—OPEN OR FLAT RATE—EVIDENCE—ASSUMPTIONS.

1. A true rebilling rate is one in which goods received in unbroken carload lots over one line of railway can be rebilled over

the same or another line, completing one continuous trip, simply changing the consignee and altering the destination of the identical shipment, without unloading.

2. A so-called "rebilling rate" adopted by a railroad, which is not applied to consignments arriving over all connecting lines, but is only available to those receiving freight over associate lines, and under which freight reconsigned over the rebilling road does not complete one continuous trip without rehandling, and is not necessarily the identical shipment originally consigned, there being a custom of granting dealers handling freight over the associate line the privilege within ninety days from the date of their "expense bills," or receipts showing the amount of freight received over such line, of shipping an equal amount of freight over the rebilling line at the rate adopted, is not a true rebilling rate.

3. Evidence that the effect of such a rate adopted by complainant railroad was to enable a dealer in Vicksburg, the terminus of its road reached by associate line, to ship a barge load of grain received there, over complainant's road, at the rate of $3\frac{1}{2}$ cents, under the guise of rebilling, while a barge load of grain received there by a dealer in Meridian, the other terminus of complainant's road, could only be shipped over the same upon payment of the local rate of 10 cents per 100 pounds, showed an unjust discrimination in favor of those receiving freight over the associate line.

4. In the absence of record proof showing any official action by the Railroad Commission, the putting in force of the rebilling rate will be held a voluntary act of complainant railroad.

5. The condition, prerequisite to the enjoyment of the rebilling rate, that a shipper at either terminus should first receive freight over the associate road, was a discrimination against the Meridian dealer, who would have no means of disposing of freight consigned to him at Vicksburg over the associate line, and hence could not accumulate the "expense bills" demanded.

6. A "rebilling rate," to receive the sanction of law, must operate uniformly and fairly, and cannot lawfully be restricted to shippers in a certain locality who previously receive freights over a certain other favored associate carrier.

7. Code Miss. 1892, Sec. 4297, authorizes the Railroad Commission to determine all complaints made of any tariff of rates made by any railroad, or fixed or approved by the Commission, on the ground that the charges are unjust or discriminatory, and provides that when, by investigation, the commission is satisfied of the justice of the complaint, it shall give notice of any change deemed proper and require compliance with the order. *Held*, that the Commission had power to abolish a condition precedent to the enjoyment of a so-called "rebilling rate," voluntarily established by a railroad, restricting the rate to the exclusive benefit of those who had received previous and equal shipments of freight over an

associated line connecting at one terminus of the road, and to convert the rate into an open or flat rate, so that all dealers handling grain in carload lots could enjoy the rate then in force between the termini.

8. Where a railroad voluntarily establishes as to a certain favored class of shippers a rate so low as to be unremunerative, the rate must nevertheless be granted to all alike.

Appeal from Chancery Court, Hinds County; Robert B. Mayes, Chancellor.

Bill for injunction by the Alabama & Vicksburg Railway Company against the Railroad Commission of Mississippi. Decree dismissing bill and complainant appeals. Affirmed.

McWillie & Thompson for appellant. McClurg & Gardner, Alexander & Alexander, Wm. Williams, Attorney-General, and John D. McInnis, Jr., for appellee.

Truly, J. Many important questions are pressed on our consideration which, in view of our conclusion, we have found it unnecessary to discuss or decide.

The facts which are decisive of this controversy are very few, and a statement of them eliminates from consideration many of the more difficult questions urged by counsel. On December 13, 1902, the Board of Trade of Meridian presented to the Railroad Commission of Mississippi a petition praying that the proportionate rate of $3\frac{1}{2}$ cents then in effect from Vicksburg to Meridian be made an open rate, subject to use of all shippers from Vicksburg. The rate referred to in the petition was a rate on grain and grain products handled in carload lots. This class of freight, under the guise of a "rebilling rate," was transported from Vicksburg to Meridian at the rate of $3\frac{1}{2}$ cents per hundredweight.

After full investigation the Railroad Commission, on November 16, 1903, passed an order directing the Alabama & Vicksburg Railway Company "to put in effect over its line of road from Vicksburg, Mississippi, to Meridian, Mississippi, inclusive of both of said cities, from and after December 8, 1903, a flat rate of three and one-half cents per hundred pounds on grain and grain products and no more"; the general terms of this order being limited, however, to grain and grain products handled in carload lots, this being the extent of the prayer of the petition filed with the Commission. Against the enforcement of this order the appellant procured an injunction. On final hearing on bill, answer, exhibits and proofs, the injunction was dissolved, and a decree rendered dismissing the bill of complaint, and from that decree this appeal is prosecuted.

In reviewing the action of the Railroad Commission in promulgating the order in question, it is necessary, to determine the justice and correctness of their action and their power and authority in the premises, to note the exact condition of affairs as they existed at and before the filing of the petition by the Meridian Board of

Trade. Vicksburg and Meridian, 140 miles distant one from the other, are the termini of the Alabama & Vicksburg Railway Company; Vicksburg, situated on the Mississippi River, has the advantage of both railroad and river competition; Meridian is a railroad center of considerable importance. In both cities there are many jobbers and wholesale dealers handling grain and grain products in large quantities, and doing an extensive business, both locally by wagon trade, and over the railroads with adjacent towns. The authorized all-rail interstate rate on grain and grain products in carload lots from the chief market in the West to Vicksburg is 12 cents, to Meridian is 14 cents. On account of the material advantage due to river competition Vicksburg handles a portion of its business in grain and grain products by barge, and gets the cheaper rate incident to water transportation during some seasons of the year, the minimum river or barge rate being admittedly lower than the all-rail rate. In July, 1902, the Alabama & Vicksburg Railway Company put into effect a so-called "rebilling" rate of $3\frac{1}{2}$ cents per 100 pounds on grain and grain products, effective from Vicksburg to Meridian. A true rebilling rate is one in which goods received in unbroken carload lots over one line of railway can be rebilled over the same or another line, completing one continuous trip of the same commodity, simply changing the consignee and altering the destination of the identical shipment, without unloading or handling of freight. What is denominated a "rebilling rate" in this record does not, as actually employed, comply with the definition above given in several most important particulars. In the first place, the rate is not applied to consignments arriving over all connecting lines, but is only available to those receiving freight over the Vicksburg, Shreveport & Pacific Railroad. In the second place, the freight reconsigned over the Alabama & Vicksburg Railway line did not complete one continuous trip without handling or unloading, and was not necessarily, or even generally, the identical shipment which was originally consigned to the merchant in Vicksburg; the custom being that dealers in Vicksburg handling freight over the Vicksburg, Shreveport & Pacific Railroad Company could save their "expense bills" (or receipts showing the amount of freight which he had received over that line), and be granted the privilege, within ninety days from date of such receipts, of shipping freight of an equal quantity over the line of the appellant at the "rebilling" rate of $3\frac{1}{2}$ cents per hundredweight.

Thus, a merchant receiving a carload of oats over the Vicksburg, Shreveport & Pacific Railroad could within ninety days of that date ship over appellant's line a carload of corn or other grain product without regard to the source from which it was procured. The result of this was that the merchant in Vicksburg who patronized the Vicksburg, Shreveport & Pacific Railroad Company could receive any amount of grain product by barge or otherwise,

and keep it stored in his warehouse, with the full assurance that he could, at any time within the period stated, have the advantage of this cheap rate over appellant's line, whereas the merchant not dealing with this specially favored "associated line" was denied the same rate; the only condition precedent to the enjoyment of the rebilling rate being that the consignor must first have received an equal quantity of freight over the line of the Vicksburg, Shreveport & Pacific Railroad. The effect of this custom was, as developed by the uncontradicted evidence, that, while the Vicksburg dealer could not deliver grain products at the city of Meridian any cheaper than could the Meridian dealer, he could undersell and make prompter delivery in the towns adjacent to Meridian and by natural location within its territory, being able by operation of this arrangement, to reach Laurel or Hattiesburg three cents per hundredweight cheaper than could the Meridian dealer. So a dealer in Vicksburg, receiving a barge of corn by river, could ship it, under the guise of rebilling, over appellant's road at $3\frac{1}{2}$ cents per 100 pounds, while the Meridian dealer who might also receive a barge of corn at Vicksburg could only ship over the appellant's road by paying the prohibitive local rate of 10 cents per 100 pounds. This statement, brief as it is, is sufficient to demonstrate that the practical working of the so-called "rebilling rate" was to give a very great advantage to those receiving freight over the Vicksburg, Shreveport & Pacific Railroad Company, and to unjustly discriminate against all but this specially favored class; the result being that the Vicksburg dealer could with impunity invade the territory adjacent to Meridian, and undersell its dealers at points more distant from Vicksburg, and to reach which it was necessary to pass through Meridian. That this was the inevitable result of the arrangement in question is practically confessed by the appellant, but the force of the admission is sought to be avoided in two ways: First, it is said that the establishing of the rebilling rate was not a voluntary act on the part of the appellant, but that the plan was inaugurated under compulsion by reason of the "threat" and "menace" of the Railroad Commission to put into effect a flat rate of $3\frac{1}{2}$ cents, if appellant declined to adopt the rebilling arrangement herein referred to; that the appellant, while realizing that the rate was unreasonably low, deemed it wiser to endure that ill rather than face other evils which it apprehended might be inflicted by the Railroad Commission. While this is the distinct statement of the witnesses for appellant, we are constrained to hold, in the absence of record proof showing any official action by the Railroad Commission, that the putting in force of the rebilling rate in question was a voluntary act of the appellant. We are strengthened in this view by the uncontroverted statement in the record that, at periods prior to the establishing of the present arrangement, other rates had been in force under which the appellant received

no more for its services than it would under a uniform flat rate of $3\frac{1}{2}$ cents. Again, we do not recognize it as a possibility under any contingency that the Railroad Commission of Mississippi would or need employ threat or menace to protect the rights of the public from the aggression or extortion of corporations. We rebuke the intimation as an unwarranted aspersion of the Railroad Commission. A State tribunal charged with the duty of exercising "a watchful and careful supervision over the tariffs of charges of every railroad," and of revising "the same from time to time as justice to the public and the railroad may require," is clothed by law with necessary power to achieve the purposes of its existence, without resorting to menace or threat to extort from any corporation subject to its lawful supervision an unreasonable reduction of rates. Nor do we admit that the necessity can ever exist for appellant or any other corporation to submit to unjust or unauthorized regulations by the Railroad Commission of Mississippi, when the courts of the land stand ever open, able, and willing to protect them from any oppressive action. If in fact it be true that the so-called "rebilling rate" establishes an unreasonably low compensation for the transportation of grain and grain products, and the same was inaugurated by order of the Commission, then the appellant had a complete and adequate remedy by contesting in a legal way the reasonableness of the rate, and the power of the Railroad Commission to enforce it. We express no opinion, because not involved necessarily in the determination of this particular suit, as to whether the Railroad Commission would have had the authority to establish in the first instance the rebilling arrangement now in force. This record does not show that the rate was established in pursuance of any official order or action on the part of the Railroad Commission. We deal with facts as we find them.

In the next place, it is urged by the appellant that the rebilling arrangement operates uniformly as to all shippers occupying similar positions; that, if discrimination results, it is not on account of the rate itself, but because of differences in the natural advantages incident to location which one shipper has over another. It is insisted that the appellant denies to no one who will comply with its conditions the right to avail himself to the fullest extent of the advantages of the same rate which is granted to other dealers; that if the Meridian dealer will receive freight over the Vicksburg, Shreveport & Pacific Railroad consigned to him at Vicksburg, that he can thereafter, within ninety days, also rebill freight to an equal amount over appellant's line at the same rate given the Vicksburg dealer. And this, it is urged, is a granting of the same privileges to all, and that therefore appellant is not guilty of unjustly discriminating against one, or unfairly favoring another class of shippers. But the condition prerequisite to the enjoyment of the rebilling rate is, in and of itself, a discrimination. No one is granted the rate who has not

first received an equal amount of freight over the Vicksburg, Shreveport & Pacific Railroad, and who can produce "expense bills" paid within ninety days of the proposed shipment; the necessary result being that the Meridian dealer, having no means of disposing of the freight arriving over the Vicksburg, Shreveport & Pacific Railroad, cannot accumulate the "expense bills" demanded. Hence such shipper can only rebill the identical commodity and car originally consigned to him, which goes forward and completes one continuous journey. This is a "rebilling" in its true meaning, and no one could justly complain if this plan was strictly enforced and uniformly adhered to. But, as hereinbefore pointed out, the plan now in vogue between the appellant and the Vicksburg, Shreveport & Pacific Railroad Company does not operate fairly or uniformly in this: The Vicksburg dealer, having disposed locally of the original shipments received by him over the Vicksburg, Shreveport & Pacific Railroad, presents his accumulated "expense bills," and "rebills" freight received by him by barge or over the Yazoo & Mississippi Valley Railroad, under a rate cheaper than that granted the general public, to points by location naturally tributary commercially to Meridian. The statement of appellant that if the Meridian dealer will comply with certain required conditions he can enjoy the same privileges, while phrased with specious fairness, is in truth but making an offer of which stress of known and insuperable circumstances prevents acceptance or enjoyment. It is simply tantamount to saying that, if he will become a Vicksburg dealer, then he can have the same rate that other dealers so situate enjoy. This is the one thing that makes the operation of the rule a discrimination in favor of a Vicksburg dealer, and the only fact that gives the Meridian dealer the right to complain.

A "rebilling" rate, to receive the sanction of law, must operate uniformly and fairly, and must be open to all alike. It cannot lawfully be restricted to shippers who live in a certain locality, and who previously receive freight over a certain other favored associated carrier. This consideration alone furnishes conclusive proof that the plan, in this record, courteously termed a "rebilling arrangement," is, in truth, but a flimsy disguise for a plan which operates to the benefit primarily of the Vicksburg, Shreveport & Pacific Railroad Company, secondarily, and perhaps incidentally, to the advantage of the Vicksburg dealer, and ultimately, but inevitably, to the marked damage of the Meridian dealer. In a vague and shadowy way this arrangement is sought to be justified by the officials of the appellant by showing that, in consideration thereof, appellant is granted an extra proportion of freight and certain special privileges as to the use of cars by the Vicksburg, Shreveport & Pacific Railroad Company. It is not shown that the same privileges could not have been obtained from the Yazoo & Mississippi Valley Railroad Company. Nor, except in a most insubstan-

tial manner, is it shown how a car received and unloaded on one day can be utilized in the hauling of another shipment made, perchance, ninety days thereafter, or how it can benefit the appellant, especially in view of the fact that the demand for empty cars must necessarily vary daily according to the pressure of traffic, and it is impossible to foretell what the demand may be at any stated future time. But if these facts be granted, and the moving considerations such as would stand the test as a permissible interstate traffic arrangement, still the incurable vice in the arrangement is in the unfair and discriminatory manner in which it is enforced, and the special privileges enjoyed by one, but from which another class of shippers is debarred.

The practical operation of the plan being thus demonstrated as causing a gross discrimination, the next question presented is whether the State Railroad Commission was vested with authority to pass the order, the enforcement of which is now assailed, the effect of the order being simply to convert the then existing so-called "rebilling" rate into an open or flat rate, with the result that all dealers handling grain or grain products in carload lots could enjoy the rate then in force from Vicksburg to Meridian. It will be noted that the rates then in existence were left undisturbed, the only change wrought by the order being*to abolish the condition precedent, insisted on by appellant, restricting the rate to the exclusive benefit of such as had received previous and equal shipments over its associated line. The question propounded is easy of solution, in view of the provisions of Section 4297, Code 1892. That section authorizes the Commission to docket, hear, and determine all complaints made of any tariff of rates, joint or several, made by any railroad or fixed or approved by the Commission, on the ground that the charges are for more than just compensation, or that such charges, or any of them, amount to, or operate so as to effect, unjust discrimination. And when, by regular procedure and full investigation, and after hearing proof, the commission is satisfied of the truth of the statement and the justice of the complaint, it is given express authority to give notice to the railroads concerned of any change deemed proper, and to require compliance with such orders. That is the exact legal status of the order presented to us for review. A tariff or rate had been established by the voluntary action of the railroad company; that tariff operated to work unjust discrimination; complaint was made; the proof fully supports the justice and the truth of the grounds on which the complaint is based; that proof satisfied the Chancellor, and it satisfies us, that the so-called "rebilling" arrangement was simply a cloak assumed to conceal an arrangement which, while ostensibly granted as a concession to the Vicksburg dealers, was, in truth, devised for the ulterior purpose of fostering the interests of the Vicksburg, Shreveport & Pacific Railroad Company, and perhaps, as it is argued, to

maintain present rates to Meridian for the benefit of an associated and connecting railroad at that point. In such state of case the power of the Commission to make any change which justice may demand is unquestionably so well established that we deem any citation of authorities, further than a reference to the briefs of counsel, a work of supererogation. It is urged, however, by the appellant, that, inasmuch as its intrastate business only yields a certain stated percentage, less than one-half, of its gross revenues, it does not in fact pay the expenses of maintaining and operating its road within the borders of the State, and therefore a reduction of existing rates is an indirect placing of a burden on interstate business, and this is expressly condemned as unlawful by the adjudication of the Supreme Court of the United States. To this argument it is replied by appellee that it is not shown with any degree of certainty the proportionate amount of the gross operating expenses of the railroad company incurred on account of the intrastate business, but this amount is only arrived at by estimation, and therefore this court cannot say as a matter of fact, in the absence of positive proof, that the intrastate business of the appellant does result in a net annual loss; and, as the findings of the Railroad Commission are dealt with as being *prima facie* correct, in the absence of direct proof of error, this court will affirm its findings of facts.

Again, it is stated by the appellant that the hauling of grain and grain products at a flat or open rate of $3\frac{1}{2}$ cents per hundred pounds would produce less than the actual cost of transporting the freight, so that, the more business of this character the appellant handles, the greater its loss; that this, in effect, is the taking of the property of appellant without due process of law; wherefore the order is void as being in contravention of the Constitution of the United States. To this it is replied that the figures shown in the record do not prove that freight handled in the usual and customary course of business, as freight trains are ordinarily constructed, at the rate established, would result in a loss. Again, it is said, in further answer to this contention, that appellant is only entitled to fix such tariff of charges as will yield a fair compensation for the transportation and handling of freight, and assure that the net profits arising from appellant's entire business, after payment of all operating expenses, will pay a reasonable interest on the value of its property; and, as the real value of the property is not disclosed by the record, the appellant has no ground of complaint on this score, and the court is furnished no definite proof to justify a finding of fact that the owners do not receive reasonable returns from their investment. We decline to enter upon a discussion of either question. Neither is necessarily involved in the decision of this case. It might be conceded that the intrastate business of the railroad results in a net loss, and might further be conceded that

the transporting and handling of grain and grain products at the rate established may not in actual operation bring a fair remuneration when limited to that one commodity; nevertheless, the rate having been established by the voluntary action of the appellant, it must not be so enforced as to operate as an unjust discrimination against any one. If the appellant chooses to establish as to a certain favored class of shippers a rate so low as to be unremunerative, justice demands, and the law will require, that the rate be granted to all alike. "Special privileges to none" is the rule of action by which common carriers must measure their conduct.

The decree is affirmed.

MERIDIAN BOARD OF TRADE VS. THE A. & V. R. R.

JACKSON, MISS., December 8, 1903.

In the matter of the Meridian Board of Trade *vs.* the A. & V. R. R., praying that the Commission order put in a flat rate of 3½ cents per hundred pounds on grain and grain products from Vicksburg to Meridian, and the order of this Commission granting said petition and ordering A. & V. R. R. to put in operation the said rate of 3½ cents effective on and after the 8th day of December, 1904. The A. & V. R. R., through its attorneys, Thompson & McWillie, procured an injunction from the Honorable Chancery Court of Hinds County, restraining the Commission from the enforcement of said order of November 16, 1903. Same to be heard at Rules on the second Monday of January, 1904.

I. C. AND Y. & M. V. ASKING FOR CANCELLATION OF ORDER CONCERNING ISSUANCE OF BILL OF LADING.

JACKSON, MISS., December 8, 1903.

Messrs. Mayes and Longstreet, attorneys for the I. C. R. R. and the Y. and M. V. R. R., filed a petition asking the cancellation of an order, issued by this Commission, dated November 16th, regarding the issuing of bills of lading for cotton and other freight when offered for shipment, same being in shipping condition. The Commission declined to cancel this order, but reopened the subject-matter in order that petitioners and others interested might be heard, case ordered to be docketed and heard third Monday of December.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., January 12, 1905.

Petition to rescind order of November 16, 1903, relative to the issue of bills of lading on cotton and other freight. Order amended

to read after the words "ordered to issue said bills of lading" the words as required by law, same will then read, "Be and are hereby ordered to issue bills of lading as required by law on demand by shipper when said commodity is in shipping condition." Case dismissed.

THE FOLLOWING VALUATIONS WERE ADOPTED AS THE
VALUATIONS FOR YEAR 1903.

	<i>Per Mile.</i>	<i>Side Tracks.</i>
I. C. R. R., main line.....	\$15,000	\$3,750
Double or second track.....	800	-----
I. C. R. R., C. A. & N. Division.....	7,500	1,875
I. C. R. R., M. B. & N. Division.....	200	-----
Y. & M. V. R. R., Main Line.....	15,000	3,750
Y. & M. V. R. R., Riverside Branch.....	9,000	2,250
Y. & M. V. R. R., Helena Branch.....	6,000	1,500
Y. & M. V. R. R., Bayou Sara Division....	6,000	1,500
Y. & M. V. R. R. (Yazoo & Tallahatchie & Sunflower Branches).....	900	-----
Line from Jackson to Clarksdale.....	7,500	-----
Y. & M. V. R. R., N. J. & C. Division.....	9,000	2,250
Y. & M. V. R. R., Rosedale Division.....	4,000	1,000
Louisville & Nashville R. R.....	15,000	3,750
A. & V. R. R.....	9,500	2,375
N. O. & N. E. R. R.....	10,500	2,625
R. C. & M. B. R. R.....	10,000	2,500
G. & S. I. R. R.....	7,500	1,875
G. & S. I. R. R., Columbia Branch.....	4,500	1,500
G. & S. I. R. R., Laurel Branch.....	4,500	1,500
M. & C. R. R.....	10,000	2,500
A. G. S. R. R.....	15,000	3,750
M. & O. R. R., Main Line.....	12,000	3,000
M. & O. R. R., Columbus Branch.....	9,500	2,375
M. & O. R. R., Starkville Branch.....	9,500	2,375
M. & O. R. R., Montgomery Branch.....	7,500	1,875
M. & O. R. R., Aberdeen Branch.....	7,500	-----
M. J. & K. C. R. R.....	5,000	1,250
G. & C. R. R.....	2,250	562
C. N. & M. R. R.....	2,700	1,000
N. O. & N. W. R. R.....	4,500	1,125
M. P. & P. R. R.....	2,000	500
Pearl & Leaf River R. R.....	4,000	1,000
Sardis & Delta R. R.....	3,600	-----
Sunflower & Eastern.....	3,500	-----
Southern Express Company, as rendered, total valuation, \$15,632.		
American Express Co., as rendered, total valuation, \$8,996.		
Pullman Car Co., as rendered, total valuation, \$127,562.		

IN THE MATTER OF CLASSIFICATION OF RAILROADS
UNDER SECTION 3379, FOR THE YEAR 1903.

	<i>Per mile.</i>
I. C. R. R., Main Line, First Class.....	\$20 00
C. A. & N. Branch, Third Class.....	10 00
M. B. & N. Branch, Third Class.....	10 00
Y. & M. V. R. R., Main Line, First Class.....	20 00
Riverside Division, Second Class.....	15 00
N. J. & C. Division, Second Class.....	15 00
Yazoo Branch to and including Clarksdale, Second Class.....	15 00
Balance Third Class.....	10 00
Helena Branch, Third Class.....	10 00
Bayou Sara, Third Class.....	10 00
Bayou Sunflower, Third Class.....	10 00
M. & O. R. R., Main Line, Second Class.....	15 00
Columbus Branch, Third Class.....	10 00
Starkville Branch.....	10 00
Montgomery Branch, Third Class.....	10 00
Aberdeen Branch.....	10 00
Southern Railway, Main Line, Second Class.....	10 00
Tallahatchie Branch, Third Class.....	10 00
Narrow Gauge, N. G. Class.....	2 00
A. G. S., First Class.....	20 00
M. & C., First Class.....	20 00
N. O. & N. E. R. R., First Class.....	20 00
A. & V. R. R., Second Class.....	15 00
K. C. M. & B. R. R. (Frisco), Second Class.....	15 00
Louisville & Nashville, First Class.....	20 00
G. & S. I. R. R., Third Class.....	10 00
M. J. & K. C. R. R., Third Class.....	10 00
G. & C., N. G. Class.....	2 00
N. O. & N. W., Third Class.....	10 00
N. C. & M. R. R., Third Class.....	10 00
M. P. & P. R. R. R., Third Class.....	10 00
Pearl & Leaf River R. R., Third Class.....	10 00
Sardis & Delta, Third Class.....	10 00

The matter of extra assessment on account of exemptions from supervision claimed by the following roads, to wit: Y. & M. V. R. R., G. & S. I. R. R. and C. A. & N. R. R. See Section 66 of privilege laws of 1898, which reads, "On each railroad claiming exemption from State supervision under maximum and minimum provisions in their charter, an additional privilege tax per mile of ten dollars be deferred until further consideration."

IN THE MATTER OF RATE ON GRAIN, ETC., A. & V. R. R.

The clerk of the Mississippi Railroad Commission will cause a copy of the foregoing petition to be served on the Alabama & Vicksburg R. R. Co., notifying it to appear at the office of the Commission at 10 A. M., Tuesday, July 7, 1903, to show cause, if any it can, why the prayer of the petition should not be granted, and also to notify all members of the Commission to appear to be present.

This application filed herein to require the Alabama & Vicksburg R. R. Co. to adduce and disclose certain evidence called for, this Commission finds and orders as follows:

(1) That said Alabama & Vicksburg R. R. Co. is a domestic corporation of this State, operating a railroad from Vicksburg to Meridian, wholly within the limits of the State, and is engaged in domestic and interstate transportation of persons and property common to railroad business.

(2) That said R. R. Co. has answered the petition herein for a lower rate than is now in force over its said road, by claiming (1), that the rate now in force is not a reasonable one and the reduction asked for would make the rate unreasonably low, and (2) that the reduction asked for would operate as an unlawful discrimination in favor of Meridian and against other points in the State; (3) that the proposed reduction would be a burden upon a regulation of interstate commerce.

(3) That in order to properly determine and find whether the matters set up in said answer are true, or whether the prayer of the Meridian Board of Trade for reduced rates on grain and grain products over said road from Vicksburg to Meridian shall be granted and enforced by the Commission, it is necessary for the Commission to have the evidence called for. It is therefore ordered that the said Alabama & Vicksburg R. R. Co. produce before the Commission the 17th day of August, 1903, the following information, to wit:

- (a) The original cost of construction of said road.
- (b) The amount expended in permanent improvements.
- (c) The amount and market value of bonds and stocks.
- (d) The present as compared with the original cost of construction.
- (e) The probable earning capacity of the property under the rules now in force under reasonable management.
- (f) The sum required to meet operating expenses under reasonable good management.
- (g) The cost of said road to its present owners.
- (h) The cost of the present (1903) equipments of said road.
- (i) The owner's estimate of the present actual value of the equipments of said road.

(k) The percentage of receipts on grain and grain products as compared with its gross freight receipts, including domestic and interstate tonnage, and freight carried during the past twelve months, showing data for each station.

(l) The gross tonnage of freight on grain and grain products carried by said road within past twelve months.

(m) Gross passenger receipts during the last twelve months.

(n) Actual cost of operation and sustenance in detail for the past twelve months.

The Commission calls for the information as above specified for the past twelve months in several particulars, but will consider a longer period if desired by the said railroad company, and will also consider any other evidence in his connection pertinent to the question involved that the said railroad company desire to submit.

LIME, CEMENT AND PLASTER, CAR LOADS AND LESS.

JACKSON, MISS., January 12, 1904.

This matter coming on to be considered and the tariff and rate of the Y. & M. V. R. R. being considered out of line as compared with the same commodity on other roads, it was ordered that the following rate on the articles named, to wit: Lime, cement and plaster, be made as follows on the A. & V. R. R., same to be effective on and after the first day of February, 1904:

5 miles and under	-----	3 cents per 100 pounds.
10 miles and over	5-----	3 cents per 100 pounds.
15 miles and over	10-----	4 cents per 100 pounds.
20 miles and over	15-----	4 cents per 100 pounds.
25 miles and over	20-----	5 cents per 100 pounds.
30 miles and over	25-----	5 cents per 100 pounds.
35 miles and over	30-----	6 cents per 100 pounds.
40 miles and over	35-----	6 cents per 100 pounds.
45 miles and over	40-----	6 cents per 100 pounds.
50 miles and over	45-----	6 cents per 100 pounds.
55 miles and over	50-----	7 cents per 100 pounds.
60 miles and over	55-----	7 cents per 100 pounds.
65 miles and over	60-----	7 cents per 100 pounds.
70 miles and over	65-----	7 cents per 100 pounds.
75 miles and over	70-----	7 cents per 100 pounds.
80 miles and over	75-----	7 cents per 100 pounds.
85 miles and over	80-----	8 cents per 100 pounds.
90 miles and over	85-----	8 cents per 100 pounds.
95 miles and over	90-----	8 cents per 100 pounds.
100 miles and over	95-----	8 cents per 100 pounds.
105 miles and over	100-----	8 cents per 100 pounds.
110 miles and over	105-----	8 cents per 100 pounds.
115 miles and over	110-----	8 cents per 100 pounds.

120 miles and over 175.....	9 cents per 100 pounds.
180 miles and over 235.....	10 cents per 100 pounds.
240 miles and over.....	11 cents per 100 pounds.

The above rates to apply on carloads, minimum 24,000 pounds. To make a less than carload rate on either commodity named, 175 per cent of the carload rate would be 8 75-100, or 8 $\frac{1}{4}$, per 100 pounds. Ordered and adjudged by the Mississippi Railroad Commission this 12th day of January, 1904.

IN THE MATTER OF PONTOTOC DEPOT.

JACKSON, MISS., January 12, 1904.

This matter coming on to be heard, the Commission having in a body visited said town of Pontotoc and examined the two proposed sites, do, after careful consideration, order and adjudge as follows:

Ordered that the Gulf & Chicago Railroad Company, leased by the Mobile, Jackson & Kansas City Railroad Co., erect a freight and passenger depot of sufficient size and dimensions to transact the business of said town of Pontotoc, on the old site or on the grounds now occupied by them as a temporary depot; that said work be commenced not later than the 20th day of January and completed within ninety days of said date, or on or about the 20th of April, 1904. Ordered and adjudged by the Mississippi Railroad Commission on this the 12th day of January, 1904.

COMMISSION VS. RAILROADS.

JACKSON, MISS., January 12, 1904.

Ordered that Mississippi Railroad Commission's Classification, known and designated as Southern Freight Classification No. 25, be amended so as to read as follows: "Marble or granite, not boxed, freight prepaid at option of initial carrier, D 1st Class."

"Marble or granite, lettered or not lettered (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot, prepaid or guaranteed, L C L, 4th Class. Same, carloads, minimum weights 24,000 pounds, 5th Class." Ordered and adjudged this 12th day of January, 1904, and effective on and after February 1, 1904.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., January 12, 1904.

In the matter of rate on native grown hay and corn, all roads at interest are ordered to amend their tariffs as follows: "All tariffs

to be so amended as to read, 'Native hay and corn, maximum rate to any point in the State, 15 cents per 100 pounds, minimum carload grain 24,000 pounds, minimum carload hay 20,000 pounds, same to be effective on and after February 1, 1904.'"

ADAMS MACHINE COMPANY PETITION FOR RATES ON SECOND-HAND MACHINERY.

JACKSON, Miss., January 12, 1904.

This matter coming on to be heard and the classification of second-hand machinery having been duly considered, it, was ordered that the Mississippi Railroad Commission Classification, known and designated as "Southern Freight Classification No. 25," be amended and changed so as to read, "Second-hand machinery, minimum 20,000 pounds, accompanied by certificate to said effect, two-thirds off regular tariff rate. Same to apply on carloads and less." Ordered and adjudged this 12th day of January, 1904, and effective on and after February 1, 1904.

JACKSON, Miss., February 1, 1904.

It is resolved that the Commission remain in continuous session until March 1, 1904, or so long thereafter as may be necessary to dispose of all matters now pending, or which may be brought before the commission, and secure such legislation as may be proper and necessary.

IN THE MATTER OF PONTOTOC DEPOT.

JACKSON, Miss., February 2, 1904.

It is ordered by the Commission that the order, ordering new depot at Pontotoc be suspended for the present, and that in the meantime the entire Commission visit Pontotoc on Friday, 19th inst., and view the proposed site for the depot.

JACKSON, Miss., February 2, 1904.

It is ordered by the Commission that the Illinois Central R. R. Co. be cited to appear on Monday the 8th of February, 1904, 3 P. M., to answer complaint of failure to provide fresh drinking water in each reception room at the Union Depot at Jackson, Miss., and for failure to keep same clean and comfortable, and show cause why fine should not be imposed on them for said failure and violation of the law and order of this Commission.

IN THE MATTER OF INSPECTION OF THE SOUTHERN RAILROAD.

JACKSON, MISS., February 23, 1904.

It is ordered by the Commission that the Secretary write W. W. Finley, Vice-President of the Southern Railway Co., to meet them in Columbus, Miss., on March 3d next, or such date as he could arrange to be here, except the meeting date of the Commission, March 7th, 8th and 9th, and not later than March 15th next, to accompany the Commission on an inspection tour of the Southern R. R. in Mississippi.

PETITION OF THE M. J. & K. C. R. R. TO REVOKE ORDER IN RE PONTOTOC DEPOT.

JACKSON, MISS., February 23, 1904.

The Commission declines to rescind its former order in this cause, see order page 155, and rejects or dismisses the G. & C. R. R. Co.'s petition asking a reopening of the case. It is also the opinion of the Commission that the G. & C. R. R. has no right to abandon the old main line of the road.

STATE ET AL. VS. M. J. & K. C. R. CO., ET AL.

(Supreme Court of Mississippi. June 26, 1905.)

RAILROADS—CONSTRUCTION—COURSES—PASSAGE THROUGH COUNTY SEAT—ABANDONMENT—CONSOLIDATION—OBLIGATIONS OF CONSOLIDATED CORPORATION—LEASES—DUTY OF LESSEE—MAINTENANCE OF DEPOTS—PROCEEDINGS TO ENFORCE DUTY—PARTIES.

1. The term "county seat" in Constitution, Section 187, providing that no railroad shall pass within three miles of a county seat without passing through it and establishing a depot therein, means the municipality at which the county site is located, according to its boundaries when the road is constructed.

2. Under Constitution, Section 187, requiring a railroad constructed within three miles of a county seat to pass through it, "unless prevented by natural obstacles," neither increased cost nor greater engineering difficulties, but only natural obstacles which cannot reasonably be overcome, will excuse non-performance of such duty.

3. Under Constitution, Section 187, requiring a railroad constructed within three miles of a county seat to pass through it and establish a depot therein, provided such town or its citizens shall grant a right of way through its limits and ground for a depot, the

railroad company is not excused from so constructing its road merely because it is not tendered a grant of right of way and depot grounds; but, before it is so excused, it must have made a demand for and been refused such grounds.

4. Under Code 1892, Section 3587, and Acts 1898, page 95, Chapter 80, both of which forbid parallel or competing railroads to consolidate, and permit other railroads to consolidate only upon the approval of the Railroad Commission, a special law granting to competing railroads power to consolidate, or authorizing one to purchase the other, is repugnant to Constitution, Section 87, forbidding the suspension of a general law for the benefit of any individual or private corporation or association.

5. Where a railroad has located and constructed its line so that property rights have become fixed with reference thereto, it cannot abandon any portion of the line so located except on the score of imperious necessity, nor abolish or disuse and cease to maintain a depot in a town traversed by it without the consent of the Railroad Commission, unless demanded by business necessity or public convenience; and, in case a change of the depot site is thus necessary, the railroad must still locate a new depot on the line of its established route within the limits of the town.

6. Where a railroad authorized by the Railroad Commission to construct a line through a certain district is permitted to consolidate with an already existing line, with which it would otherwise compete, on the strength of its promise to widen the existing line from a narrow to the standard gauge and operate it as part of its line, the consolidated corporation is bound to broaden the narrow gauge line and maintain it along the route which it has been accustomed to follow, and cannot abandon part of the narrow gauge line for a different route or abandon a depot located thereon.

7. A lessee railroad has no greater right with respect to the leased property than its lessor, and is bound to perform the duties devolving on the lessor.

[Ed. Note.—For cases in point, see Vol. 41, Cent. Dig. Railroads, Sections 423-433.]

8. Code 1892, Section 3599, authorizing a railroad after beginning the construction of its road, to make all necessary or proper changes in its course or direction from that specified in the application for its incorporation, does not authorize a new railroad which consolidates with an existing railroad to form a through line to abandon a portion of the existing line and construct the through line over another route.

9. Under the express provisions of Code, 1892, Section 4309, depots must be located with due regard to the interests of the railroad and the public convenience, and the Railroad Commission may designate the location of a new station house in case the site selected by the railroad officials is inconvenient or inaccessible.

10. Constitution, Section 187, requiring railroads passing within three miles of a county seat to pass through the same, "provided such town or its citizens shall grant the right of way through its limits and sufficient ground for depot purposes," does not require a county seat to furnish a right of way and depot grounds to a railroad which extends from the county seat a line already entering the same.

11. The State is a proper party to a suit to enjoin a railroad from constructing and operating its line without passing through a certain town and to prevent it from abandoning a portion of the road formerly operated by its predecessor in interest, and upon which a depot had been maintained at the town.

Appeal from Chancery Court, Pontotoc County. W. J. Lamb, Chancellor.

Suit by the State and the Railroad Commission against the Mobile, Jackson & Kansas City Railroad Company and another. From a decree dissolving an injunction plaintiffs appeal. Reversed.

J. N. Flowers, Assistant Attorney-General, and R. V. Fletcher, for appellants. J. W. T. Falkner and J. D. Fontain, for appellees.

Truly, J. This appeal is prosecuted from a decree dissolving an injunction. The bill of complaint filed by the appellants sought to enjoin the Gulf & Chicago Railway Company, the successor by consolidation of the Gulf & Chicago Railroad Company and the Mobile, Jackson & Kansas City Railroad Company, as the lessee of the Gulf & Chicago Railway Company, the consolidated corporation, from constructing and operating its line of railway without passing through the town of Pontotoc, the county site of Pontotoc County, in this State, as required by section 187 of the Constitution, and sought also to prevent the appellees from abandoning a portion of the railroad formerly operated by the Gulf & Chicago Railroad Company, which ran to, and upon which had previously been maintained a depot at, the town of Pontotoc. The prayer of the bill of complaint was that an injunction should issue against the said railroad companies, who were made defendants, "temporarily restraining them, and each of them, from constructing and operating the said proposed line of railroad, passing within three miles of the said county seat, without passing through the same, and upon final hearing that they be perpetually enjoined from building and operating a railroad along said route, and commanding them to broaden and standardize the said line of railroad extending into the said county seat of Pontotoc County, as it has been established for years, and as the said consolidated corporation agreed to do, from the point north of the said county seat from which said narrow gauge line has been abandoned, and that the said defendants be required to operate the said line into the said county seat as a part of the line built and to be built from Decatur, Mississippi, to Jackson, Tennessee, and that they be commanded to extend the line on through the said

county seat as required by said Section 187 of the Constitution of the State of Mississippi, and as required by law, and by the order of the complainant the Mississippi Railroad Commission." This bill was filed and injunction issued on the 2d day of August, 1904. Answer was duly filed; motion to dissolve on bill, answer, and proof was heard; the injunction was dissolved; and from that ruling of the Chancellor this appeal is prosecuted in order "to settle the principles of the cause."

For many years prior to the institution of this suit the Gulf & Chicago Railroad Company had operated a line of narrow gauge railroad from the town of Pontotoc, in the State of Mississippi, to the town of Middleton, in the State of Tennessee. That road ran in a northerly direction, traversing a portion of the county of Pontotoc and the counties of Union and Tippah, crossing the State line at or near the town of Broomfield, in the county of Tippah. This road was in active operation, carrying both freight and passengers at the date of the incorporation under the laws of this State of the Gulf & Chicago Railway Company. This latter road, by proclamation of the Governor, was, in due form, incorporated on the 17th day of April, 1903, and the incorporators were by such authorization empowered "to organize a railroad company with the terminal points of said road at Decatur, in the State of Mississippi, and Jackson, in the State of Tennessee; the said line of railroad to extend in a northerly direction from the town of Decatur, in the county of Newton, passing through the counties of Neshoba, Winston, Choctaw, Webster, Chickasaw, Pontotoc, Union and Tippah, into the State of Tennessee, crossing the State line at or near the town of Broomfield, in the county of Tippah." Subsequently an application was made to the Railroad Commission of the State of Mississippi, asking for its consent and approval to the consolidation of the Gulf & Chicago Railway Company, a Mississippi corporation, the Gulf & Chicago Railway Company, a Tennessee corporation, and the Gulf & Chicago Railroad Company, a corporation existing under the laws of both States. In this petition for permission to consolidate, it was averred that "the lines of railroad owned and operated and controlled and projected by the constituted companies composing said consolidation were and are in no ways parallel or competing lines. On the contrary, the consolidation was effected for the single purpose of furthering the general plan of building and equipping and thereafter operating a single track, standard gauge line of railroad, extending in a general northerly direction from the town of Decatur, Mississippi, to the city of Jackson, Tennessee. The present constructed narrow gauge railroad, acquired from the Gulf & Chicago Railroad Company, and running between the town of Pontotoc, Mississippi, and Middleton, Tennessee, will be broadened and standardized and will thereupon become a part of the line of railroad operated by the consolidated corporation." Acting on

this representation, the Commission passed an order permitting and approving the proposed consolidation of the corporations. The order reciting that "it appearing to the satisfaction of the Commission that said corporations do not own or operate parallel or competing lines of railroad." After the consolidation was consummated in pursuance of this permission, the Gulf & Chicago Railway Company, the corporation resulting from the consolidation, leased the entire property, including the narrow gauge railroad which it had acquired from the Gulf & Chicago Railroad Company, to the Mobile, Jackson & Kansas City Railroad Company. Thereupon the said lessee began the construction of a line of railroad over the route mapped out by the charter of its lessor from Decatur, Miss., to Jackson, Tenn. When this line approached, but before actually reaching the town of Pontotoc from the north, it diverged from the line of narrow gauge railroad which was then in actual operation, abandoning a mile or more of that line, with the intention of following another, and, according to the testimony of its locating engineer, a cheaper and more feasible route. This projected line, as surveyed, left the original town of Pontotoc over a mile distant, but traversed an extension of said town, and located a depot on the new route, three-fourths of a mile distant from the site of the old depot, but still within the corporate limits of the town, as they then existed. When it became manifest that the intention of the railroad company was to abandon this portion of the narrow gauge line, and that its new line, while passing within three miles of the original town of Pontotoc, would not pass through its corporate limits, this proceeding was instituted by the appellants, praying for an injunction, which was granted, forbidding the construction of the new road over the projected route and further asking that on final hearing a mandatory injunction would be issued compelling the broadening and standardizing of the narrow gauge line as set forth in the petition for consolidation, and forbidding the abandonment of any portion thereof. Upon the hearing of the motion to dissolve much proof was taken tending to establish on the one hand that the location of the depot upon the original site on the narrow gauge line of the Gulf & Chicago Railroad Company at the town of Pontotoc, which had been destroyed by fire and not rebuilt, in flagrant disregard and defiance of the order of the Railroad Commission, was in pursuance of a written contract entered into between the citizens of the town and the chief officials of the railroad company at that date, by which, in consideration of \$5,500 cash in hand paid by the citizens, the depot was located on the site then selected, and was, under the provisions of that contract, to be there perpetually maintained. It was also in proof that the removal of the depot from the old site to the new location selected on the new route would have the effect of materially decreasing the value of all adjacent property, and of increasing considerably the cost of drayage and

hauling of freight both to and from the newly selected site for the depot and the original town of Pontotoc, where the majority of the mercantile establishments and other business enterprises were situated. It was shown by the testimony of engineers that a perfectly practicable route, without undue curves or unusual engineering difficulties, could be laid out for the building of a standard gauge railroad, which would run over the entire narrow gauge roadway, and thence, extended, traverse the corporate limits of the old or original town of Pontotoc, and come again to the new route as located by the railroad engineering corps at a point a short distance south of the town, and that such line would increase the length of the line by less than a mile, and necessitate but a slight deviation from the projected route. On the other hand it was shown also by the testimony of engineers that it would cost many dollars more to adopt the route then occupied by the narrow gauge line than it would to use the more direct route located for the construction of the road, and that the latter line would be cheaper to build, would be more direct, and would present fewer engineering difficulties. It was further contended that there were no sufficient or suitable grounds available for depot site, with sufficient and adequate trackage room for a standard gauge road, within the borders of the original town of Pontotoc; that there was no contract requiring the maintenance of the depot at the original location, and, if there was such a contract it would be void, as a violation of public policy; that the petition for permission to consolidate imposed no burden of maintaining the entire narrow gauge road; that the Mobile, Jackson & Kansas City Railroad Company had the authority to make all necessary or proper changes in its course or direction, even if such change or deviation resulted in the abandonment of the existing narrow gauge road. It is worthy of note, however, that the chief engineer stated that, in selecting the route over which the road was to be constructed, it was done with an eye single to the advantage of the railroad company, and without regard to the convenience of the citizens of the original town of Pontotoc; that he was, in finally locating this line, ignorant of and uninfluenced by the contention that there was an agreement alleged to be in existence for the perpetual maintenance of the depot as originally located and without regard and in ignorance of the fact that the petition for consolidation stated that the existing narrow gauge line was to be broadened and standardized. In short, it appeared from this testimony that while the railroad company was desirous of conserving the public welfare, assisting in building up the business interests, and enlisting the friendly feeling of the citizens, and thereby secure their co-operation and patronage, all of these considerations were subordinate to the controlling and paramount object, which was to secure for the company the cheapest, most direct, and most practicable route. It was also contended—and this was made the main

ground of the motion to dissolve—that citizens living both north and south of the town of Pontotoc, on the projected route of the railroad, were damaged and inconvenienced by the enforced delay in the construction of the road, and were deprived of freight, mail and passenger facilities which would come to them by the operation of the road upon completion.

The decree of the Chancellor was predicated upon this last consideration alone. The decree recites that the Chancellor “doth find that all of the relief prayed by complainants in their bill can be obtained by a mandatory injunction if the allegations thereof shall be sustained on a final hearing of the case, and the court shall then hold that they are entitled to any relief, or to the special relief asked in the prayer of the bill; and the court doth further find that the public interest of the country north and south of the town of Pontotoc, along the line of said railroad, as well as the interests of the railroad, will suffer by reason of the continuance of the temporary injunction; and for these reasons the motion to dissolve the injunction is hereby sustained, reserving all other questions until the final hearing.” It will thus be noted that the Chancellor announced no conclusion upon the facts, but based his decree solely upon the ground that, conceding the justice of complainants’ cause, they could still allow the work of construction to progress, and obtain that relief by mandatory injunction upon final hearing. This decree therefore does not come before us, and is not to be considered in the light of the rule which requires the findings of a Chancellor upon a question of fact to be sustained, unless manifestly wrong, because the decree affirmatively shows that the Chancellor reserved his ruling upon all questions of fact, and remitted the parties litigant to this court for an adjudication to settle the principles of the cause, and serve as a guide during the future progress of the litigation.

Waiving minor considerations not sufficiently developed by the proof, as the record now stands, to enable us to reach a definite conclusion—such, for example, as what are the subsisting legal rights and obligations arising under the alleged written contract as to the original location of the depot—and all others which are not necessarily involved in the decision of the main propositions controlling the questions here presented, and passing at once to the very heart of the matter here presented, we find that the case naturally divides itself into two main branches: (1) What is the true interpretation to be given Section 187 of our Constitution, and has it any application to the facts of this litigation? (2) What are the legal rights of the citizens of the town of Pontotoc, and the duties of the appellees as to the narrow gauge road, which was in use and active operation before and at the consolidation hereinbefore referred to, and at the date of the leasing of its property by one appellee to the other?

Section 187 provides that "no railroad hereafter constructed in this State shall pass within three miles of any county seat without passing through the same and establishing and maintaining a depot therein, unless prevented by natural obstacles; provided, such town or its citizens shall grant the right of way through its limits and sufficient grounds for ordinary depot purposes." The contention of the appellants is that the term "county seat," used in this section, is to be given the meaning of that place or parcel of ground within the confines of which, under the law, the public buildings of the county are to be located; that the framers of the Constitution meant to require every railroad company constructing a road under the conditions set out in the section to run its line through the limits, and establish and maintain a depot within the borders, of the county site, as it was originally established by the Legislature. So it is contended that an extension of the limits of the municipality at and within which the county site is located does not extend the limits of the county site itself, but that those boundaries remain as they were at the date when the place was designated by lawful authority as the seat of justice of the county. And this being true, it is urged that an extension of the limits of the municipality would not affect or vary the duty of a railroad company desiring to construct and project a line passing within three miles of said original county site. We do not deem it necessary to enter upon any discussion of the argument which forms the basis of this contention. Nor do we feel called on to intimate any opinion as to whether an extension of the corporate limits of a municipality within which is located the seat of justice of a county does or does not extend the borders within which the public buildings may be located. However that may be, in interpreting the organic law of the State we must bear in mind the fundamental rule of constitutional construction. A Constitution is framed for the guidance and government of the whole people, and words used therein are to be given their usual and popular signification and meaning; and, unless that be the manifest intention of the framers of the instrument, phrases or terms susceptible of two different interpretations are not usually to be given a restricted, narrow, or technical construction. We are therefore of the opinion that it was the design and intention of the framers of our Constitution to require simply that railroads thereafter constructed whose routes should pass within three miles of the town at which by law the county site was located should pass through the corporate limits of the municipality and establish and maintain a depot therein; one great evil which was sought to be guarded against being that companies organized for the real or ostensible purpose of constructing railroads would often extort large grants and donations of lands, money, or bonds from the towns or their citizens by the threat of locating the projected line of railroad just beyond the confines of the town, and there establishing a depot

and building up a rival market, having the advantage of railroad transportation and cheaper freight rates, against which the inland town, under the inexorable laws of commerce, could not hope to successfully contend; it being a matter of familiar knowledge that the location of a railroad within a short distance of a town not possessing similar or adequate transportation facilities necessarily and inevitably operates to the great detriment of the financial and business interests of such town. To protect the citizens of such towns from future unwise or extravagant grants of aid or credit to railroads, Section 183 of the Constitution was adopted, prohibiting the counties or municipal corporations from becoming subscribers to the capital stock of any railroad, or from making any appropriation or lending its credit in aid thereof; Section 187 being adopted to protect county seats against the danger to which we have adverted, arising from the building of railroads near to, but not passing through their corporate limits. The reason for the distinction which was made between county seats and other towns being most probably that the framers of the Constitution realized that to make the section apply to all towns would inevitably tend to discourage the building of other railroads, and would thus materially retard the development of many sections of the State. Hence the section was restricted in its application to county seats alone; the purpose undoubtedly being to protect the interests of the county, which had expended money in the erection of public buildings, and of citizens who had invested their money at the same place because of the existence of the buildings and the permanent location there of the seat of justice, by securing to such towns and their citizens the facilities and advantages afforded by railroad transportation, and protecting the property situated in such towns from being depreciated and practically destroyed in value by the building up of another competing town at the nearest point on the railroad. We hold that the true meaning of Section 187 is that the burden is imposed upon every railroad company whose road passes within three miles of any county seat to run through the corporate limits of the town as they exist at the date of the construction of such road, and to maintain therein a depot, unless such construction be absolutely prevented, not by increased cost or greater engineering difficulty, but by "natural obstacles" which cannot reasonably be overcome.

An analysis of the wording of the section will demonstrate, we think, the absolute correctness of our conclusion that "county seat" is therein employed as synonymous with "municipality." The section provides that the "town or its citizens" shall grant a right of way through "its limits," referring plainly to the "citizens" and "limits" of the entire "town," and not alone to that portion which was first designated as the seat of justice of the county. This view is strengthened when it is noted that a similar construction was seemingly placed on the provision by the Legislature of the State

by the enactment of Chapter 12, page 12, Acts 1897. That Act was devised to vest municipal authorities "of any municipality which is a county seat" with necessary power to enable the town to comply with the proviso of Section 187 under review, and authorizes them to issue bonds "for the purpose of buying rights of way through or into the limits of such municipality and sufficient grounds for ordinary depot purposes for any railroad company which will build its line through or into such municipality, according to the requirements of Section 187 of the Constitution;" using the terms "county seat" and "municipality" interchangeably. The construction contended for by appellants, if adopted, might, and probably would, often defeat the object of the section. For, if "county seat" must be solely applied to the limits of the town as they existed when it became the seat of justice, it would be often practically impossible or financially prohibitory, in this day of high values, in prosperous and growing towns, for the citizens to acquire, without ruinous outlay, the right of way and necessary depot grounds within the narrow confines of the original town. Thus the section would become inoperative because of the inability of the town or its citizens, with due regard to business principles, to comply with its expressed proviso.

It must be noted that what we have said about the duty of a railroad company to build its line through a county seat is conditioned that the town or its citizens shall grant a right of way through its limits and sufficient grounds for ordinary depot purposes. But a grant presupposes a request. The duty is imposed upon the railroad company of building its line through every county seat which it passes within three miles of. It can excuse itself for nonperformance of this duty in two ways only—by showing that it was prevented by "natural obstacles;" by showing that the town or citizens refused to make the "grant" mentioned in the Constitution. The initiative must be taken by the railroad company. No action is incumbent on the town or its citizens until the railroad company has evidenced an intention of locating its line within three miles of the town, and has expressed a desire to receive the grant from the town. The Constitution says to the railroad companies, "Ask and ye shall receive, or, in default thereof, may locate your line where you will," but an asking and a refusal are conditions precedent to the lawful construction of a line within the distance mentioned without passing through each county seat. We make these latter observations to prevent the possibility of misconception of our meaning, and to dispose at the same time of the contention of appellees that they were absolved of all duty in this regard because they were not tendered a grant of right of way and depot grounds. In view of our conclusion that the building of any railroad which may be constructed hereafter through any portion of the corporate limits, and the establishment and maintenance of a depot at a con-

venient and accessible point, is a compliance with the mandate of Section 187, the observations are of no further material value, save as an announcement of the judicial construction placed on the Constitutional provision. We conclude on this branch of the case that appellees could not lawfully be required to construct the extension of the existing road or the newly projected line of road through what were the corporate limits of the original town of Pontotoc. Hence, under the fact of this record, appellants are afforded no relief by the language or intendment of Section 187 of the Constitution.

2. The second important inquiry presented for necessary decision is with reference to the rights and duties of the appellees, first, as between themselves; second, as between themselves on the one hand and the public, the citizens along the line of railroad, the Railroad Commission of Mississippi, and the State of Mississippi, in its sovereign capacity, on the other.

It appears from this record, that the line of railroad actually constructed, belonging to and operated by the Gulf & Chicago Railroad Company, traversed the same territory, and followed for its entire length practically the same route over which the Gulf & Chicago Railway Company was authorized by the proclamation of the Governor to construct its projected line of road. Had there been no consolidation between these two corporations, and had the Gulf & Chicago Railway Company constructed its projected line over the route and in the direction specified in its application for incorporation, between the terminal points stated therein, it would inevitably have been both a parallel and competing line with the narrow gauge line then in existence, belonging to the Gulf & Chicago Railroad Company. Commencing at the town of Pontotoc, and running thence in a northerly direction through the counties of Union and Tippah to the town of Broomfield, near the State line, the place at or near which the projected line was to cross the boundaries of the State—points between which the narrow gauge road was in actual operation—the geographical situation is such that the two lines would necessarily have run within a few miles, at most, of each other. Had, therefore, the Gulf & Chicago Railway Company constructed its road under the provisions of its charter, it could not, without the consent of the Railroad Commission, have changed its terminal points; and, however builded, within the grant of power given it by the charter, it would have been such a parallel or competing line that the consolidation between the two companies would not have been permitted. More than this, even an express grant of power by the Legislature for the two companies to consolidate, or for one company “to lease or purchase, directly or indirectly, the opposing line, or any part thereof, or any interest therein,” would have been void, as being in contravention of the general statutory inhibition against consolidation or purchase of competing

lines of railroads, which cannot, without violating Section 87 of the Constitution, be suspended "for the benefit of any individual or private corporation or association." *Y. & M. V. Ry. Co. v. So. R. Co.*, 83 Miss., 746; 36 South., 74.

Under the law (Chapter 80, page 95, Acts 1898), parallel or competing railroads are forbidden to consolidate, and other railroads are permitted to consolidate only upon the approval of the Railroad Commission of the State. This is the manifest meaning of Section 3587, Code 1892. The consent of the Railroad Commission is a prerequisite to a valid consolidation between railroads not competing or parallel. It is for the Commission to decide whether the public interest will be prejudiced or subserved by the proposed consolidation, and to withhold or grant permission accordingly. In the instant case it affirmatively appears from the petition for consent to the consolidation, and from the positive and emphatic testimony of one of the Commissioners, whose energy, interest and zeal we commend, that the chief inducement actuating the Commission in granting its approval of the consolidation was that the narrow gauge road then in operation between Pontotoc and Broomfield was to be broadened and standardized, and become a part of a single track, standard gauge, through line running between the terminal points stated in the charter, and thus, by connections with the great railway systems of the country, placing that section of the State in touch with the commercial centers of the nation. The statements in the petition for consolidation that the roads operated or projected by the companies constituting the proposed consolidation were "in no ways parallel or competing lines," and that the then existing narrow gauge road was to be broadened and standardized, and "thereupon become a part of the line of railroad operated by the consolidated corporation," cannot be treated as mere idle averments of incidental matters. They were statements of jurisdictional facts, upon the existence of which depended the power of the corporations to consolidate. If the roads were competing or parallel they could not consolidate. If the narrow gauge road was not broadened and standardized and used as a part of the contemplated through line, it would necessarily remain a competing line. Unless the narrow gauge road can lawfully be abandoned in whole or in part, the validity of the consolidation is dependent upon the complete performance of the promise of the Gulf & Chicago Railway Company to adopt it as a part of the through line.

Passing for a moment to a consideration of the rights of the public with regard to the narrow gauge line, as it existed prior to and at the time of the consolidation, it is only necessary to refer to the admirable opinion of Woods, J., in *Lusby v. Railroad*, 73 Miss., 364; 19 South., 239; 36 L. R. A., 510, to show that the railroad company owning that line was without power to abandon any portion of its line, as then in actual operation, under the guise of a

relocation. The strong and cogent reasoning of that opinion cannot be strengthened or improved, and, secure in the unanswerable logic of that admirable and gifted judge, we content ourselves with a reaffirmance of the conclusions announced in that case. In that case, after discarding the contention that the corporation had the power "to abandon its original line and begin a new one" at some distance from its then location, the court proceeds: "Unable to consent to any such violent application of the doctrine of implied power in the case supposed, on principle, we must be equally unable to consent to any resort to implied power to relocate, change, and reconstruct a single mile, except in the extraordinary cases where imperious necessity requires deviation from the original line in order that the ends of the corporation's creation may not perish." The Gulf & Chicago Railroad Company could not itself, as owner, without violation of its duty to the State of Mississippi, to whose grace it owed its corporate existence, and disregarding the rights of the citizens along its line, whose property rights had become fixed by the original location of its line, abandon or relocate any portion thereof, except on the score of imperious "necessity"—an exception not suggested by the facts of this record. "Having elected to take its original route, such election was final, and no change from motives of convenience or expediency or economy could be made without another legislative grant authorizing the change." *Lusby v. Railroad Co.*, supra. It was under the duty of operating its line as then constructed to the town of Pontotoc. It was its duty to maintain a depot within the confines of that town. It could not abolish or disuse the depot therein established, or fail to keep up the same and to regularly stop the trains thereat, without the consent of the Commission, unless, perhaps, as seemingly intimated in the case of *State v. A. V. R. Co.*, 68 Miss., 653; 9 South, 469, a change in the site of the depot was imperatively demanded by business necessity or public convenience. And even in the state of case justifying such removal or change of site it would have still been the duty of the company to locate the new depot on the line of its established route within the corporate limits of the town, at a site designated by the State Railroad Commission, unless the site selected by the railroad itself should be both convenient and accessible, due regard being had to the interest of the railroad and to the public convenience.

These were the duties of the railroad company owning the narrow gauge line: The consolidation of the two corporations neither decreased the duties of the railroad nor impaired the rights of the public. If, therefore, these duties were devolved by law upon the owner of the road both before and after consolidation, and if the duty of maintaining and incidentally broadening and standardizing the narrow gauge road then in existence was recognized and expressly assumed, as manifestly it was in the petition for permission

to consolidate, certainly none of these duties were abrogated, but all became likewise obligatory on the lessee of the consolidated corporation. If the original owner of the road could not abandon it, as clearly, under the Lusby case, it could not; if the consolidated corporation which acquired the property could not abandon the road or abolish the depot in the town of Pontotoc—assuredly by no principle of law can the lessee of the railroad be granted greater rights over the leased property than the owners possessed, or be charged with fewer duties towards the public, or be held to a less strict accountability to the law.

We hold, therefore, on this branch of the case, that it is the duty of the appellees to maintain, use, broaden and standardize the narrow-gauge road formerly belonging to the Gulf & Chicago Railroad Company, so that it shall become a part of "the line of railroad operated by the consolidated corporation," as in their petition for consolidation the consolidating corporations obligated themselves to make it.

It is contended by the appellees that as a railroad company is granted by Section 3599, Code 1892, the right, after beginning the construction of its road, "to make all necessary or proper changes in its course or direction from that specified in the application for its incorporation," therefore it was within the power of the Mobile, Jackson & Kansas City Railroad Company to make any desired change during the construction of its road, even though such deviation necessitated the abandonment of some portion of the narrow gauge line. Such is not the meaning of the law. Section 3599 is simply intended to enable railroad companies to cope with such unforeseen contingencies as may arise in the actual construction of the projected road after its general course and direction have been mapped out and approved in the manner pointed out by law, so that the building of a road might not be prevented or its cost unduly increased by some natural obstruction arising from the character of the soil, the topography of the country, or other difficulties which might not be discovered until the work of actual construction began. But that is not this case. The instant case deals with a road already constructed, equipped, and in actual operation, a portion of which is now sought to be abandoned. A railroad company has no power to ignore and disregard the rights of the public, growing out of and fixed by the location and establishment of its road. Nor would the State Railroad Commission have the right to authorize any portion of the road to be abandoned or changed to the detriment or damage of the interests of the citizens who have acquired property and business interests with reference to its original location. Once located, a railroad is permanently located for the whole term of its existence subject only to the exception of a specially granted express legislative enactment authorizing a change or relocation. If the Gulf & Chicago Railway Company, or

its lessee, the Mobile, Jackson & Kansas City Railroad Company, shall extend its line from the terminus of the narrow gauge road in the town of Pontotoc (and any extension must begin from that point), it may do so over whatever be the most feasible, convenient and desirable route, without reference to the corporate limits of the original town of Pontotoc. Where its new depot shall be located—in what portion of the town—is a matter not involved in this litigation, and is a question for future discussion between the appellees and the Railroad Commission. But it must be established and maintained either at the old depot site, or, if not bound by a lawful and enforceable contract to maintain it at that place, then at a convenient and accessible point, with due regard to the interests of the railroad and the public convenience. Should the appellees select a new site which is inconvenient or inaccessible, then the Commission is empowered by Section 4309 to designate the location and enforce obedience to its order.

In the extension of the road, under the facts of the instant case, there is no burden imposed on the citizens of the town of Pontotoc to grant either right of way or grounds for depot purposes. This is not a case of the construction of a new line passing within three miles of a county seat, for this road already runs into the county seat. This is simply an extension of an established line, made for the convenience and dictated by the corporate policy of the railroad company. It is vested with ample power under its right of eminent domain to acquire or condemn all lands needed for right of way or necessary depot grounds.

We think it unnecessary to discuss the contention that the State of Mississippi is not a proper party to a suit of this kind. The State is always a proper party to a proceeding instituted to protect the rights of the public, and to finally terminate a willful ignoring of its duties under the statutes of the State, and a persistent violation of its charter powers, by a corporation of a quasi public nature.

The decree of the Chancellor must be reversed.

It may be true that the convenience of the citizens both north and south of Pontotoc is abridged and curtailed, and their enjoyment of railroad facilities postponed by the temporary injunction. It may be true that the business interests of the railroad company may suffer until the line of road is completed. But we cannot on that account ignore the fact that the citizens of the town of Pontotoc have rights, regardless of the alleged contract as to the site of the depot, growing out of the location of this road, which must be protected. Nor can we be oblivious of the further facts that the public policy of the State, as defined by the adjudication of this court, and as embodied in our statute laws, are being violated, and that the orders of the Railroad Commission, to which these appellees are justly subject, are being disobeyed. We cannot permit wrong to be inflicted on one class of citizens, who have rights already acquired

and fixed under the law, even though a continuance of the wrong might result in indirect benefit to others. Nor can we allow a violation of the law, an ignoring of the rights of the public, and a defiance of the orders of the Commission to continue on the plea that an injunction preventing these things may operate prejudicially to the rights of the railroad corporations whose failure to discharge their legal obligations is itself the cause of the damage and the delay.

The decree is reversed, the injunction reinstated, and the cause remanded.

REASSESSMENT AND CLASSIFICATION OF Y. & M. V. R. R. FOR ADDITIONAL PRIVILEGE TAX.

JACKSON, MISS., March 7, 1904.

In reassessment and classification of the Yazoo & Mississippi Valley Railroad Company for the additional privilege tax of \$10 per mile on each railroad claiming exemption from State supervision in their charter for the years 1898, 1899, 1900, 1901, 1902, and until March 1, 1903, on notice to this Commission, given by Wirt Adams, State Revenue Agent, of the failure of said property to be classified and assessed and thereby of its failure to be taxed.

Be it ordered that the Railroad Commission of the State of Mississippi, acting as said railroad assessors, that the petition of Wirt Adams, State Revenue Agent, giving this Commission notice of the alleged delinquency of the Yazoo & Mississippi Valley Railroad Co., for failure to pay their additional privilege tax levied by Section 66, Chapter 5, Acts 1898, for the years 1898, 1899, 1900, 1901, 1902, and until March 1, 1903, by reason of the failure to assess and classify this property, be received and filed. A copy of this order be served as notice according to law, returnable to a meeting of this Commission to be held on the 21st day of March, 1904, and being ten days and more after date of this order, commanding said Yazoo & Mississippi Valley Railroad Company, that it do appear before the Commission on said date, then and there to answer the petition of said Wirt Adams, and show cause if any it can, why said railroad should not be assessed and classified as therein prayed, ordered and adjudged the 7th day of March, 1904.

IN REASSESSMENT AND CLASSIFICATION OF THE G. & S. I. R. R.

JACKSON, MISS., March 7, 1904.

In the reassessment and classification of the Gulf & Ship Island Railroad Company for the additional privilege tax of \$10 per mile on each railroad claiming exemption from State supervision under

maximum and minimum provisions in their charter for the years 1898, 1899, 1900, 1901, 1902, and until March 1, 1903, on notice to the Commission given by Wirt Adams, State Revenue Agent, of the failure of said property to be classified and assessed, and thereby of its failure to be taxed. Be it ordered by the Railroad Commission of the State of Mississippi, acting as State Railroad Assessor, that the petition of Wirt Adams, State Revenue Agent, giving this Commission notice of the alleged delinquency of the Gulf & Ship Island R. R. Co. for the failure to pay the additional privilege tax levied by Section 66, Chapter 5, Acts 1898, for the years 1898, 1899, 1900, 1901, 1902, and until March 1, 1903, by reason of the failure to assess and classify this property be received and filed, and that notice, a copy of this order, be served as according to law, returnable to a meeting of this Commission to be held on the 21st day of March, 1904, and being ten days or more after the date of this order, commanding said Gulf & Ship Island R. R. Co. that it do appear before this Commission on said date, then and there to answer said petition of Wirt Adams, and show cause, if any it can, why the said railroad should not be assessed and classified as therein prayed. Ordered and adjudged this 7th day of March, 1904.

COMMISSION VS. I. C. R. R.

JACKSON, MISS., March 8, 1904.

It is ordered that the I. C. R. R. Co. be permitted to proceed to make such improvements as they think necessary to afford adequate facilities at Jackson depot, as per plans filed with the clerk of this Commission, but in granting this authority, this Commission reserves its full powers and authorities under the law, after the completion of such improvements, in the future, to order such additions and enlargements in such depot facilities as may be demanded by the conditions of traffic and travel, and by the safety and convenience of the traveling public.

If such improvements shall fail in any respect to apply reasonable and adequate facilities.

COMMISSION REFUSES TO ESTABLISH 16-CENT RATE ON COTTON SEED AND HAY.

March 9, 1904.

The application of General Freight Agent of the Illinois Central to have the Commission establish a 16-cent joint rate on cotton seed, instead of the present 15-cent rate now in effect, on shipments that go a greater distance than 300 miles. Rejected by the Commission and said freight agent notified.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., March 9, 1904.

It is ordered by the Commission, that every person or corporation operating a railroad shall provide each passenger coach with an adjustable or portable step, or stool, to be placed by them for the use of passengers getting on or off the cars, in all cases when the elevation to the lowest step is greater than twelve inches.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., March 9, 1904.

It is ordered by the Commission, that every person or corporation operating a railroad shall provide two or more passenger cars for each passenger train, or shall divide the passenger cars by a partition to secure separate accommodation for the white and colored races, as provided by law.

And every railroad passenger conductor shall assign each passenger to the car, or the compartment of the car used for the race to which the passenger belongs, and he shall not permit either race to unnecessarily pass through the car or compartment provided for the other, nor permit either in any case to use the toilets or closets provided for the other. Every breach of this rule will be construed as a willful violation thereof and punishable as such.

COMMISSION VS. I. C. R. R.

JACKSON, MISS., March 21, 1904.

It is ordered that the Illinois Central Railroad Company be required to provide and operate an additional passenger coach on trains Nos. 241 and 242, between Durant and Aberdeen, and that separate accommodations for the races be made on said trains 241 and 242.

PETITION OF THE NATCHEZ COUNCIL.

JACKSON, MISS., April 4, 1904.

The petition of the Natchez Council No. 175 U. C. T. and citizens. It is ordered that said petition be granted, and the Y. & M. V. R. R. Co., through Second Vice-President Gilleas, appearing in person, and agreeing to said stop, it is ordered that said Butler's Spur is hereby declared as a regular stop for said trains.

It is further ordered that Dayton be and is hereby abandoned as a stop for trains Nos. 21 and 22.

IN THE MATTER OF INSPECTION OF SOUTHERN RAILROAD.

JACKSON, MISS., April 7, 1904.

Ordered. The Commission having in a body inspected the Southern Railway, recommended to the Southern Railway Co. that they immediately begin the following work and improvement, to wit:

On the Webb Branch, to generally repair and improve the conditions of the roadbed, by surfacing ballast, putting in new cross ties and heavier rails.

On the Percy Branch, continue work of broadening gauge, surfacing ballast, etc. On main line, to put in new ties where needed, heavier rails, and ballast entire length. That same shall begin within thirty days, and be performed with due diligence and dispatch, and completed within a reasonable time.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., April 7, 1904.

It is ordered that every railroad doing business in the State shall provide a glass from which to drink, at each drinking fount, cooler or provision made for "drinking water," in every passenger waiting-room and on every train carrying passengers. The use of tin, metal, fibre or composition cups or utensils other than glass, by them, for drinking purposes for passengers being hereby prohibited. That notice of compliance with this order be made by railroad companies to this Commission at first May meeting.

IN THE MATTER OF TIME OF MEETINGS.

JACKSON, MISS., April 7, 1904.

Whereas, the law fixed the time of meeting of the Railroad Commission on the first and third Mondays of each month, and whereas this day is inconvenient to a greater number of citizens of this and other States, who desire to appear before this body, necessitating traveling the entire sabbath day in many instances; and whereas, the public service will not suffer thereby; therefore, be it ordered, that in the future the regular hour of meeting of the Railroad Commission will be at 4 o'clock P. M. on the first and third Mondays of each month.

JACKSON, MISS., May 17, 1904.

It is ordered by the Commission that fast train No. 3 stop on flag at Vaiden, Miss., to take on passengers for Jackson and for all points south of Jackson at which said train makes regular stops.

IN THE MATTER OF THE G. & C. AND THE M., J. & K. C.
RAILROAD COMPANIES' FAILURE TO RUN THROUGH
DECATUR.

JACKSON, MISS., May 18, 1904.

Whereas, We are of the opinion the Gulf & Chicago Railroad Company and the Mobile, Jackson & Kansas City Railroad, owning or operating the Gulf & Chicago Railway, is violating the constitution and laws of the State of Mississippi in failing to run through the town of Decatur, the county site of Newton County; therefore, be it ordered that the said Gulf & Chicago Railway and the Mobile, Jackson & Kansas City Railroad be notified to construct said line through Decatur.

RULES OF THE COMMISSION.

JACKSON, MISS., May 18, 1904.

RULE 1.—All petitions and complaints, when received by the Secretary, shall be marked and filed, and shall be docketed by him in regular order, and shall be called at the next regular meeting of the Board, and such orders or disposition of the matter as shall be made by the Commission shall be properly noted thereon. There shall be kept also a general docket, on which shall be entered all petitions and complaints in regular order, and all orders, motions or other disposition of said matters shall be noted thereon.

RULE 2.—All petitions and complaints shall be considered on the first call of the docket, if possible, be disposed of. In cases where notice is required, or is proper to be given, the Commission shall fix as early a date as possible, and the place for same to be heard and determined, and the Secretary shall thereupon give to the party or parties complained of notice of such time and place and of the matter complained of, as the law directs, and shall also notify the parties to be affected by the disposition of such matters, if any, other than the parties named in such petition or complaint.

RULE 3.—All the petitions and complaints before the Commission shall be in writing, signed by the party or parties complaining, and shall be marked and filed as a part of the record of said matter. All findings of the Commission and the determination of every matter before it, shall be in writing, and proof thereof shall be made by copy of same, duly certified by the Secretary, under seal of the Commission.

RULE 4.—All orders and decisions of the Commission, affecting any railroad or other common carrier, shall be certified to the railroad or other carrier, or to some officer, agent or employee, and served and executed in the same manner as notices to them are required to be served or executed.

RULE 5.—The Secretary shall keep a copy of all letters, notices or other communications signed by him for the Commission; all papers relating to same subject matter shall be kept together in a convenient file, and so marked as to be easily found. There shall be kept a bound book, in which shall be fastened the telegraphic and other reports of accidents to railroad trains, attended with delay or serious personal injury, together with the report of the Commissioner who visited the scene of the accident. The Secretary shall keep a docket known as an "Advance" or "Suspense" docket, on which shall be entered all matter which has been temporarily disposed of, and to be for the attention and disposition of the Commission at some future date, in such manner, and so arranged, that said matter will certainly be called from the docket on such fixed future date for attention, when same shall be so arranged and entered. Such suspended matter need not be called until the time so fixed.

RULE 6.—The Secretary shall keep all of the tariffs or charges for transporting passengers and freight furnished to the Commission by the railroads in separate and convenient files, for ready reference, and shall keep on file the time schedule of all railroads. He shall keep a record of the name and address of the principal officers and agents of each railroad and other common carrier, which it is the duty of the Commission to supervise.

YAZOO CITY SPECIAL RATES.

June 7, 1904.

It is ordered that authority be, and is hereby given, to all railroads doing business in this State, to make any concessions and reductions in freight rates they may desire, from all points to Yazoo City, without first making application to this Commission. All reductions and special rates so made to be reported to this Commission.

ASSESSMENT OF MERIDIAN FREIGHT DEPOT.

It is ordered that the freight depot at Meridian be added to the assessment of the Mobile & Ohio R. R. and be valued at \$20,000. That the said Mobile & Ohio R. R. be notified of said added assessment and that same will remain on file for thirty days, subject to objection.

YAZOO CITY SPECIAL RATES, EXPRESS CAR SERVICE, ETC.

It is ordered by the Commission that all Car Service Assessments, Express, Telegraph and Telephone companies doing busi-

ness in this State, may make any concessions and reductions in rates to Yazoo they desire without first applying to this Commission for permission so to do. All special rates and reductions so made to be reported to this Commission.

EXCEPTIONS TO STATE CLASSIFICATION.

Household goods and old furniture, with live stock, not exceeding five head, one attendant to have free passage on same train as car, value limited to \$5 per cwt. in case of loss or damage, and so expressed in bill of lading; car lot weight 20,000 pounds, excess to be paid for at the same rate, shall take the same rate as horses and mules, value limited to \$5 per cwt. in case of loss or damages, and so expressed in bill of lading; 4th class.

One-half rates shall apply to ministers of the gospel, when moving from one charge to another, when satisfactory evidence is furnished forwarding agent that shipper is a minister of the gospel in good standing, and said forwarding agent's certificate to that effect is secured.

SEPARATE ACCOMMODATIONS ON ALL PASSENGER TRAINS FOR THE WHITE AND COLORED RACES.

It is ordered by the Commission, on motion of Hon. R. L. Bradley, that every person or corporation operating a railroad, shall provide two or more passenger cars for each passenger train, or shall divide the passenger cars by a partition to secure separate accommodations for the white and colored races, as provided by law.

And every railroad passenger conductor shall assign each passenger to the car, or the compartment of the car used for the race to which the passenger belongs, and he shall not permit either race to unnecessarily pass through the cars or compartments provided for the other, nor permit either in any case to use the toilets or closets provided for the other.

Every breach of this rule will be construed as a willful violation thereof and punishable as such.

ADDITIONAL PASSENGER COACH (SOUTHERN RY.)

Ordered that the Southern Railway be required to provide an additional passenger coach for white passengers on trains Nos. 35, 36, 37, 38, from Columbus to Greenville, Miss., to take effect from and after September 1, 1904.

M. & O. DISTANCE TARIFF, THIRD AND SIXTH CLASS.

The M. & O. R. R., through their representative, Maj. John D. McInnis, was present before the Commission and agreed that the Distance Tariff, Third and Sixth Classes, should be the same as that of the Southern Railroad. Issue to be made promptly, and it was ordered by the Commission.

RESOLUTION IN MATTER OF FAILURE TO MAKE RETURN

JACKSON, MISS., June 8, 1904.

Whereas, by Section 4320 and 4321, laws 1892, every railroad, express, telephone, telegraph and sleeping car company, doing business in the State is required to make quarterly returns to the commission within forty days after the end of each quarter, of all receipts and expenditures of such railroads, express, telegraph, telephone and sleeping car companies, etc., which shall be sworn to by one or more officers thereof.

Section 4323 provides if any railroad shall fail or refuse to make such returns within the time prescribed, or to return fully within the manner required, shall forfeit the sum of \$50 (fifty dollars) for each day's delay, to be recovered in an action to be instituted by the Commission (Section 4324 making like penalties, etc., against express, telephone, telegraph and sleeping car companies), whereas many of the companies included and effected by said law have wholly or in part failed to regard same, and as the Commission has no discretion, but is bound under the law to enforce the same, that the secretary be directed to immediately notify all of the said companies in default to immediately report as directed and make them a statement of the penalties already accrued against them to date, by reason of said default.

Adopted. On rehearing dismissed on advice of Attorney-General on ground of failure not being willful and report having since been made.

IN RE PONTOTOC DEPOT.

JACKSON, MISS., July 19, 1904.

Whereas, on the 6th day of July, 1903, a petition was presented to this Commission by Messrs. McIntosh and Rich, general counsel for the Gulf & Chicago Railroad Company, praying the consent and approval of this body to the consolidation of the several railroad companies named in the said petition into one corporation, to be known as the Gulf & Chicago Railroad Company, it being approved by the said petitioner as set forth in their said applica-

tion and petition, upon which this Commission acted, the corporation formed by the said consolidation should build a standard gauge line of railroad extending in a general northerly direction from the town of Decatur, Miss., to the city of Jackson, Tenn., to embrace the then existing narrow gauge line of railroad running between the town of Pontotoc, Miss., and Middleton, Tenn. This said narrow gauge line to be broadened and standardized and made a part of said line extending from Decatur, Miss., to Jackson, Tenn., And, whereas, it was brought to the attention of this body that said consolidated corporation has leased the aforesaid narrow gauge from Pontotoc, Miss., to Middleton, Tenn., and its entire line to be built and extend from Decatur, Miss., to Jackson, Tenn., to the Mobile, Jackson & Kansas City Railroad Co., a corporation existing under the laws of the State of Mississippi and of the State of Alabama, and that the said Gulf & Chicago Railroad Co. and its lessee, aforesaid, are proceeding in violation of the order entered by this Commission in granting the petition and application aforesaid, and in violation of the laws of this State, in that a part of the said narrow gauge line agreed to be made a part of said line from Decatur, Miss., to Jackson, Tenn., is being abandoned by said company, to wit, that part of the narrow gauge line extending from a point north of the town of Pontotoc about one mile from the established depot site in said town of Pontotoc to the said old site, and another line along west of said old town of Pontotoc is being substituted therefor; and, whereas, it further appears that the said Gulf & Chicago Railway Company and its lessee, the Mobile, Jackson & Kansas City Railroad Company, have surveyed a new line of railroad along west of the county seat of Pontotoc County, that is, the old town of Pontotoc, in violation of the order of this Commission and of the laws of the State of Mississippi, which provides that "no railroad hereafter shall pass within three miles of any county seat without passing through the same and establishing and maintaining a depot therein, unless prevented by natural obstacles, provided such town or citizens shall grant the right of way through its limits and sufficient ground for ordinary depot purposes."

It is therefore ordered that the Attorney-General of this State be requested to take such steps and institute such proceedings in the name of this Commission against the said railroad companies, or either of them, as in his judgment may be proper to enforce the orders of this Commission and the laws and Constitution of this State.

NOTICE OF INCOMPLETE TAX RETURNS. (CUMBERLAND TELEPHONE & TELEGRAPH CO.

It is ordered that the Secretary be instructed to advise the Cumberland Telephone & Telegraph Company that the schedule of property filed by them April 15, 1904, is not a complete return of their property, as required by Section 3875, especially in their failure to return all property, real and personal, and requests a complete return, as required by law, be made immediately and assessment of this company be continued until next meeting.

PULLMAN PALACE CAR COMPANY.

It is ordered that the Secretary be instructed to advise the Pullman Palace Car Company that the schedule of property filed by them April 15, 1904, is not a complete return of their property, as required by Section 3875, especially in their failure to return all property, real and personal, and requests a complete return, as required by law, be made immediately and assessment of this company be continued until next meeting.

IN THE MATTER OF ASSESSMENT OF THE CUMBERLAND TELEPHONE & TELEGRAPH COMPANY.

It is considered and ordered that the said Cumberland Telephone & Telegraph Company be assessed according to the value of their capital employed in this State and the value of their franchise, and it appearing that the assessable value of the property of the said company in this State should be and is four per cent of the total value of the capital stock of said company, in the United States, and that said company should pay on this basis. And it appearing that a uniform increase of sixty and two-thirds per cent over the value as returned by said company will yield the proper total value, it is therefore ordered made.

STOP AT SIBLEYTON.

JACKSON, MISS., August 3, 1904.

It is ordered by the Commission that the Southern Railway Co. stop their trains Nos. 35 and 36 on flag at Sibleyton, Miss., from and after the date of this order.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., August 3, 1904.

It is ordered that all railroads doing business in this State shall be required to rebuild any depot destroyed by fire or otherwise

within ninety days after same is destroyed, unless further time is granted by the Commission, on written application to them, setting forth the reason for further delay, and that plans for all new depots to be built shall be filed with the Commission before work is begun thereon.

IN THE MATTER OF CONNECTION AT GREENWOOD.

JACKSON, Miss., August 3, 1905.

It is ordered that the Southern Railroad be required to hold train No. 38, westbound, at Greenwood, fifteen minutes for connection with Yazoo Branch train No. 332, north.

IN THE MATTER OF CONNECTION AT WINONA.

JACKSON, Miss., August 3, 1904.

It is ordered that the Illinois Central Railroad be required to hold train No. 33, southbound, at Winona, twenty minutes for connection for train No. 37, west.

COMMISSION VS. ALL RAILROADS.

JACKSON, Miss., October 19, 1904.

It is ordered that all railroads doing business in this State shall receive and issue bills of lading for all cotton in bales tendered them for shipment when same is delivered to them. And in case the depots or platforms provided by them shall be insufficient, so that the cotton tendered for shipment cannot be placed in the depots or on the platforms, they shall nevertheless issue a bill of lading for same in such event, when such cotton is placed on their right of way nearest the depot or platform, or at such other place as the railroad company may designate. Effective at once.

NEWTON OIL MANUFACTURING CO. VS. A. & V. R. R.

JACKSON, Miss., October 6, 1904.

It is ordered that the Alabama & Vicksburg Railroad Co. be directed to grant and give to Newton Oil and Manufacturing Co. the same privilege to establish cotton seed and warehouses on their right of way along their sidetracks at various points adjacent to Newton, Miss., for the purpose of receiving and shipping cotton seed from said stations as are granted and given to other cotton seed oil companies at such stations.

COMMISSION VS. SOUTHERN R. R.

JACKSON, MISS., October 19, 1904.

It is ordered that the Southern Railway be directed to immediately and properly light their depot at Greenwood, both in and around said building, and provide an arc light over their track at said depot, same to be kept burning until all night passenger trains have left said station.

COMMISSION VS. I. C. R. R.

JACKSON, MISS., October 19, 1904.

It is ordered that the Illinois Central R. R. be directed to immediately properly light their depot at Greenwood by putting ample lights around said building, same to be kept burning until all night trains have left said station.

PLANTERS COMPRESS AND BONDED WAREHOUSE CO.
VS. SOUTHERN RAILROAD.

JACKSON, MISS., November 23, 1904.

It is ordered that the said Southern Railway Co. be directed to place the Planters Compress and Bonded Warehouse Co., of West Point, on the same or equal basis of any other compress on its said line, and that for the purpose of the compression of floated cotton originating at all points on the Birmingham Division of said road in Mississippi, if the shipper shall so direct, said cotton shall be concentrated for compression at the Planters Compress and Bonded Warehouse Co. of West Point.

WEST POINT BRICK AND MFG. CO. VS. SOUTHERN AND
M. & O. R. R.

JACKSON, MISS., December 7, 1904.

The Commission ordered that its order of September 7, 1904, applies in the present case, and that in this particular instance the Southern Railway Company is forbidden to collect, and the M. & O. R. R. to make or assess a switching charge of cars originating on the side tracks of the West Point Brick & Mfg. Co. in West Point, located on the M. & O. R. R. and destined for points on the Southern Ry.

JACKSON, MISS., December 30, 1904.

To the Mississippi Railroad Commission:

GENTLEMEN—As required by Section 4316 of the Code of Mississippi, I have inspected the railroads assigned me and report

that I found them in good condition and the rules generally obeyed as to waiting rooms and posting of bulletin boards.

J. C. KINCANNON.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., January 12, 1905.

Petition to rescind order of November 16, 1903, relative to the issue of bills of lading on cotton and other freight. Order amended to read after the words "ordered to issue said bills of lading" the words as required by law, same will then read: "Be and are hereby ordered to issue bills of lading as required by law on demand by shipper when said commodity is in shipping condition." Case dismissed.

PETITION OF CORINTH CLOTHING MFG. CO.

JACKSON, MISS., January 17, 1905.

This matter coming on to be heard, and it appearing that all the railroads affected by said revision of rates have been duly notified, and same having been duly considered after arguments heard, the M. & O., the Illinois Central, the Yazoo & Mississippi Valley, the Southern, the Gulf & Ship Island, the N. O. & N. E. and the A. & V. being present and consenting thereto, it is ordered that the following rates on clothing be adopted and in force from Corinth to all points in Mississippi on the said M. & O., the I. C. R. R., Y. & M. V. R. R., Southern, G. & S. I., the N. O. & N. E. and the A. & V. R. R., to wit: Rates as stated in the petition filed herein and agreed to by said railroad companies. It is further ordered that rates on clothing from Corinth to all points on the M., J. & K. C. south of Ackerman, in Mississippi, be fixed at 93 cents per hundred pounds. It is further ordered that said rate from Corinth to all points on the Mississippi Central R. R., in Mississippi, be fixed at 93 cents per cwt.

It is further ordered that said rate from Corinth to all points in Mississippi on the Kansas City, Memphis & Birmingham R. R. be fixed as follows:

Kelley, 52 cents per cwt.

Victoria, 65 cents per cwt.

Potts Camp, 70 cents per cwt.

Blue Springs, 58 cents per cwt.

Nettleton, 66 cents per cwt.

Greenwood Springs, 71 cents per cwt.

Olive Branch, 54 cents per cwt.

Red Bank, 65 cents per cwt.

Hickory Flat, 70 cents per cwt.

Sherman, 58 cents per cwt.
Quincy, 70 cents per cwt.
Riley, 70 cents per cwt.
Plantersville, 63 cents per cwt.
Big Bee, 68 cents per cwt.
Gatman, 71 cents per cwt.
Miller, 57 cents per cwt.
Mahon, 65 cents per cwt.
Myrtle, 70 cents per cwt.
Bells, 58 cents per cwt.
Amory, 68 cents per cwt.
Reid's Switch, 70 cents per cwt.
Byhalia, 60 cents per cwt.
Wait's Siding, 70 cents per cwt.
Wallerville, 70 cents per cwt.

Or such division of joint rates as may be mutually agreed between the railroads, or in event no agreement can be reached between them, same to be referred to this Commission for adjustment. Said order to be promulgated and in force from and after February 1, 1905.

PROMOTIVE LEAGUE VS. Y. & M. V. R. R. CO.

JACKSON, MISS., March 6, 1905.

This cause coming on for hearing on petition of the Promotive League of Natchez, Miss., for change of schedule of freight train No. 591, running between Jackson and Harriston, requiring said train to leave Jackson at 7 A. M. instead of 7:30, as scheduled now. According to an agreement between Maj. M. Gilleas, Third Vice-President of the Y. & M. V. R. R., on the one part, and the Promotive League of Natchez and the R. R. Commission of Mississippi on the other part, requiring train No. 591 to arrive at Harriston 30 to 45 minutes earlier, thereby enabling 591 to do its ordinary switching in order to be ready to leave Harriston for Natchez with passenger coach immediately after the arrival of Northbound N. O. train 22, with all passengers, mail and baggage destined to Natchez. And the said R. R. Co. having failed to schedule said train according to agreement, it is ordered that said Y. & M. V. R. R. Co. be, and they are hereby ordered to schedule said train No. 591, as above prayed for, effective not later than Sunday, March 19, 1905.

COMMISSION VS. I. C. R. R.

JACKSON, MISS., March 20, 1905.

It is ordered by the Commission that the I. C. R. R. Co. be and they are directed to at once put in sanitary closets in the waiting rooms of the depot at Brookhaven.

COMMISSION VS. A. & V. R. R. CO.

JACKSON, MISS., April 6, 1905.

It is ordered that the Alabama & Vicksburg Railway Company be directed to immediately establish and provide a crossing of said road one hundred feet from east end of their depot, at Lawrence, and to make proper elevation, by filling or otherwise, of wagon approach to freight depot at said station.

COMMISSION VS. I. C. R. R.

JACKSON, MISS., April 6, 1905.

It is ordered that the Illinois Central Railroad be directed to immediately elevate the approach to its trains at Flora, and to protect by proper drains said depot from overflow and surface water.

COMMISSION VS. GULF & SHIP ISLAND.

JACKSON, MISS., April 6, 1905.

It is ordered that the Gulf & Ship Island Railroad Company be, and are hereby, directed to refit with new seats the passenger waiting rooms in their various depots along said line, as per their agreement made when same was inspected.

It is further ordered that the plans and specifications filed at this meeting for a new depot at Bond be, and the same are, approved. Said depot to be completed July 1 1905.

PETITION OF LIBERTY-WHITE R. R.

JACKSON, MISS., April 6, 1905.

The petition of the Liberty-White Railroad coming on to be heard, asking authority to extend its eastern terminal from McComb City to Columbia, Miss., it is ordered by the Commission that said petition be granted and that said Liberty-White Railroad Company be, and are hereby, authorized and empowered and allowed to change its eastern terminal from McComb City, Pike County, Mississippi, and to make its said eastern terminal at the town of

Columbia, in Marion County, Mississippi, and to extend its line of railroad from McComb City, in said county, to the town of Columbia, or to any point between the said city of McComb City and the said town of Columbia, Marion County, Mississippi.

PETITION OF THE CITIZENS OF GLOSTER.

JACKSON, MISS., April 17, 1905.

In the matter of the petition of the citizens of Gloster and other points on the Y. & M. V. R. R., between Harriston and Centreville, praying that said trains Nos. 31 and 32, now running between Harriston and Vicksburg, be extended, so as to run from Vicksburg to Centreville daily. This cause coming on to be heard on petition, and the Commission having heard arguments on both sides, and being satisfied that request was reasonable and the public needs demand said improved service, it is ordered that the Y. & M. V. R. R. be, and are hereby, ordered to extend the service of said trains Nos. 31 and 32, effective May 1, 1905, so as to be operated daily between Vicksburg, Mississippi, and Centreville, Mississippi.

IN THE MATTER OF SWITCHING CHARGES.

JACKSON, MISS., May 3, 1905.

The matter coming on to be heard, on petition of N. & S. R. R. to permit them to put in a switching charge of \$5 per car on lumber, gravel, sawdust, etc., between N. & S. terminals and the Y. & M. V. R. R. depot in the city of Natchez, and it appearing to the Commission that it is a reasonable charge, it is ordered that said N. & S. R. R. are hereby authorized to put in said switching charge of \$5 per car.

JACKSON, MISS., May 17, 1905.

In the matter of petition of C. E. Frost *et al.*, praying for the cutting out of Bynum flag stop on the M. C. R. R. and establishing flag stop at Bynum Lumber Co.'s Mill, one-half mile east of present stop, it is ordered by the Commission that the present stop at Bynum be cut out and that a flag stop be established one half mile east at new site of Bynum Lumber Mill.

CITIZENS OF MACON VS. MACON ELECTRIC TELEPHONE AND WATERWORKS CO.

JACKSON, MISS., May 3, 1905.

This day being the second day of May, 1905, this cause coming on for hearing upon petition of J. F. Shelton *et al.*, citizens of 3 Ry Com.

Macon, Miss., to compel the Macon Electric Telephone and Waterworks Co. to give to its subscribers all day and all night service and certain hours on Sunday, and it appearing to the Commission that the defendant had been properly served as provided by law, and filed its answer thereto. The Commission having considered the petition and answer, and being fully advised in the premises, it is therefore ordered that said Macon Electric Telephone and Waterworks Co., of Macon, Miss., be and are hereby ordered to keep its Macon exchange open for the benefit of its subscribers, and give connection therewith during the entire day and the entire night, and on Sundays from 8 A. M. to 10 A. M. and from 2 P. M. to 5 P. M.

It is further ordered that a copy of this order be served on J. W. Paulette, President of the Macon Electric Telephone and Waterworks Co.

PETITION FOR SPUR TRACK AT STEENS.

JACKSON, MISS., May 17, 1905.

This matter coming on to be heard, and it appearing that the Southern R. R. Co. had been duly served with notice, and Assistant Superintendent Webb appearing for them, it is considered by the Commission, and so ordered, that the Southern R. R. Co. put in a spur track for said Steens' Ginning & Milling Co., at point prayed for in said petition, as provided in Chapter 60, Acts of 1896, same to be completed within thirty days from this date.

CITATION OF ALL TELEPHONE COMPANIES, ETC.

Resolved, That all telephone companies doing business in this State, be directed and ordered to submit to this Commission for their approval, by July 1, 1905, their tariffs of charges in every place where they have fixed rates and are doing business. Offered by Hon. R. L. Bradley, and adopted by the Commission.

COMMISSION VS. FRISCO R. R.

JACKSON, MISS., June 5, 1905.

This cause coming on for hearing this day, upon the complaint filed herein, charging the Frisco R. R. Co. with failure to properly bulletin train No. 206 at Tupelo on April 13, 1903, and the Commission having heard the evidence on both sides, and being fully advised in the premises, finds that said railroad company is guilty as charged, and it is ordered that the said company be and is hereby fined the sum of \$50, and the Attorney-General is directed to take the necessary steps to collect said fine.

CITIZENS OF ISOLA VS. Y. & M. V. R. R.

JACKSON, MISS., June 17, 1905.

It is ordered that the said Yazoo & Mississippi Valley Railroad be directed to build an approach to the cotton platform at said station of Isola; to make a proper crossing of same width as the street at north end of said station; to make proper fill and elevation for wagon approach at side track, and to drain the car pit east of the track at said station. Same to be done and completed immediately.

IN THE MATTER OF NIGHT OPERATOR AT HAZLEHURST.

JACKSON, MISS., June 17, 1905.

It is ordered by the Commission that this petition be granted and that the said I. C. R. R. be, and it is hereby directed and required to provide a night operator at Hazlehurst, Miss., at once.

COMMISSION VS. M. & O. R. R.

JACKSON, MISS., June 7, 1905.

This cause coming on for hearing this day, upon the complaint filed herein, charging the M. & O. R. R. Co. with failure to keep clean the depot waiting-room at Tupelo, and the Commission having heard the evidence on both sides, and being fully advised in the premises, find that said railroad company is guilty as charged, and it is ordered that said railroad be, and it is hereby, fined the sum of \$50, and the Attorney-General is directed to take the necessary steps to collect said fine.

IN THE MATTER OF ASSESSMENT FOR 1905.

JACKSON, MISS., June 19, 1905.

The Railroad Commission of Mississippi having carefully gone over and corrected the assessment rolls of the various railroads, express, telephone, telegraph and sleeping-car companies operating in the State of Mississippi, it is ordered that said assessment remain on file in this office for thirty days, for the reception of objections and corrections, and that the Secretary make publication accordingly, and that said rolls be, and they are hereby, adopted as the assessment rolls of this Commission for the year 1905.

IN THE MATTER OF SAFETY DEVICE (M., J. & K. C. R. R.)

JACKSON, MISS., June 20, 1905.

It is ordered by the Railroad Commission of Mississippi that the St. L. & S. F. R. R. Co. be, and they are hereby, authorized

to erect and maintain a gate at their crossing with the M., J. & K. C. R. R. at New Albany, Miss., provided they fully comply with the law governing the same.

JACKSON, MISS., June 20, 1905.

It is ordered that the Y. & M. V. R. R. be, and they are hereby, authorized to cut out flag stops for trains Nos. 21 and 22 at Orange, Miss., and to cut out flag stops for all passenger trains at Cedars, Miss.

COMMISSION VS. ALL RAILROADS.

JACKSON, MISS., June 21, 1905.

Ordered that all railroads doing business in this State be directed to file with the Commission a copy of the last published report made by them to their officers and stockholders, showing the full report of last annual business in detail.

JACKSON, MISS., June 21, 1905.

Ordered that the Cumberland Telephone & Telegraph Co. be required to file with this Commission a copy of the last inventory, appraisement and report of property owned by them in the State of Mississippi, made by them to the Bell Telephone Co., same to be filed within fifteen days of this date.

RATES.

The Commission have made much improvement in the rate situation, especially in the direction of joint rates, or the shipping of freight over two or more roads in the State. The following is the result of our efforts:

For distance of 50 miles or less, 10 per cent reduction.

For distance of over 50 miles and under 150 miles, 15 per cent reduction.

For distance of 150 miles and over, 20 per cent reduction.

These reductions to apply on each road over whose line freight moves, according to distance hauled.

The following is a copy of the agreement as submitted and accepted by the Commission:

The ----- Railroad Company having submitted for our consideration a tariff of local freight rates to take effect March 1, 1903, as follows, to wit:

When from one point in Mississippi to a point on another line in Mississippi, the local rate of said line shall be made on the following basis:

When for distances of 50 miles or less, 10 per cent reduction from present tariff.

When for a distance of over 50 miles and under 150 miles, 15 per cent reduction from present tariff.

When for distances of 150 miles and over, 20 per cent reduction from present tariff.

Fraction of five-tenths to be continued.

Fractions of less than five-tenths to be dropped.

Fractions of over five-tenths to be considered one cent.

The lowest combination possible, on the above basis, to be applied, even though traffic moves over more than two lines.

And the same, having been duly considered, it is ordered that said local freight tariff be, and the same is hereby approved.

OFFICE OF THE MISSISSIPPI RAILROAD COMMISSION,
JACKSON, MISS., Feb. 6, 1901.

It is ordered by the Mississippi Railroad Commission:

That the charges now in use by the telephone companies, both for long distance and local business, are approved, except:

First—The maximum charge between points located in the same county shall never exceed twenty-five cents for any service of three minutes or less time.

Second—The maximum charge for telephones in local residences shall not in any place exceed two dollars, nor be less than one dollar

per month. Long distance telephones shall not exceed two dollars and fifty cents per month.

Third—The maximum charge for telephones in business places shall not exceed four dollars per month, nor less than one dollar per month.

Fourth—It is also ordered, that when a telephone company fixes, or has fixed rates at any place in this State, it shall maintain the same rate in every other place within the State, similar in population and conditions, and in every other place of smaller population, it being the intent hereof that every telephone company doing business within this State shall maintain fixed rates, which shall, without discrimination between persons, corporations or localities, be applicable under similar circumstances to all persons and places alike.

Fifth—No telephone company doing business within this State shall increase its rates, except where such rates are now less than the above maximum rates, and in such cases said increase shall be to a sum equal to the rates charged in places similarly situated. No telephone company doing business at any place within the State shall reduce its rates below those charged at other places within the State without the consent of this Commission, previously obtained upon a proper showing made for that purpose.

HON. S. D. McNAIR'S REPORT OF INSPECTION OF
RAILROADS.

JACKSON, MISS., January 17, 1905.

To the Honorable Railroad Commission of Mississippi:

As required by Section 4316 of the Annotated Code of 1892, and in compliance with the order of this Commission, I beg leave to say that I have inspected the railroads assigned to me, to wit: The Yazoo & Mississippi Valley and branches south of the A. & V. R. R., the Liberty-White Railroad, the Brookhaven & Pearl River Railroad, the Mississippi Central, the Gulf & Ship Island, the New Orleans & Northeastern, the Mobile, Jackson & Kansas City, the Louisville & Nashville road.

The depots for the most part were clean and well kept, circulars properly posted in waiting rooms, except in a number of places; the bulletin boards properly kept and the roadbeds in good shape.

In this connection I desire to say that the Liberty-White road and the Brookhaven and Pearl River, the Mississippi Central and the Mobile, Jackson & Kansas City road, all new lines, are in much better physical condition than I expected to find them. The Gulf & Ship Island road has done a great deal of grading and filling in and within a few months will complete their Mendenhall branch to Columbia. The latter place is to have a new brick depot up town within the next few months. At Florence, Star, Braxton, D'Lo, Taylorsville and Louin more seats in the waiting room are needed; the officials assure me that they will be immediately provided. At Sanford there is only one waiting room, but this will be remedied at an early date. At Collins the freight warehouse is too small, but a commodious depot will be erected there during the summer on the west side of the railroad track. At Soso the side track is to be elevated and the road crossing widened. At Raymond, on the Y. & M. V. road more warehouse room and a larger cotton platform is needed. The Louisville & Nashville road will erect a new depot at West Pascagoula. I have had but few complaints from citizens.

S. D. McNAIR,
Second District.

HON. R. L. BRADLEY'S REPORT OF RAILROAD
INSPECTION.

JACKSON, Miss., Feb. 7, 1905.

To the Honorable Railroad Commission of the State of Mississippi:

GENTLEMEN:—I have inspected the following roads assigned to me, and now submit this my report:

ILLINOIS CENTRAL, MAIN LINE FROM JACKSON, NORTH.

Conditions in every respect splendid, except as hereafter specially noted, to wit:

JACKSON PASSENGER DEPOT.

This depot is the property of the Illinois Central Railroad Company. The condition at this depot is far from satisfactory. The work done during 1904 by way of promised improvement under the order of this Commission failed utterly to make proper provision for the comfort, convenience and safety of the traveling public. The "so-called" (?) sheds being too narrow provide little or no protection overhead, while the supporting posts interfere with, impede and render very dangerous ingress and egress to and from trains. It is with extreme difficulty that trucks loaded with baggage and express can be handled between and to the trains, and then only to great danger to passengers and employes, because the space between the trains and the shed posts for passage is only a fraction greater than the width of the trucks. The arrangement of the waiting rooms is unsatisfactory, and the inconvenience to ladies especially, in having to reach their waiting room either by going through the overcrowded general waiting room or else go around three sides of the negro waiting room and then crowding and jamming with whites and blacks at one narrow entrance to the trains is execrable. This condition under present arrangement can be partially relieved only by providing an exit and entrance to trains at the west side doorway of the ladies' waiting room. This should be ordered. Another miserable and improper arrangement is the location of the general water closets at the main entrance to waiting rooms; being often out of repair, the odor and filth therefrom must be gone by and through by white persons of both sexes who enter the waiting room. The whole situation and arrangement I must severely criticise and condemn. I earnestly urge proper orders for betterment.

There is much complaint of poor freight service. I would advise the urgent necessity for more track room for passenger trains, and increased track and storage room for freight.

There is some complaint of passenger service between Durant and Jackson. This matter can be considered, however, only on proper petition.

Except as noted the passenger and freight roadbed, depots and conditions generally on main line are excellent.

CANTON, ABERDEEN & NASHVILLE DIVISION.

Roadbed and passenger depots fair. Attention was called to the needed improvement at Sallis, Kosciusko and West Point, which Superintendent Neudofer promised would be remedied at once without formal order. The passenger service is subject to criticism, although some improvement is noted during 1904. The coaches and rolling stock need overhauling and improving, as hereinafter suggested. Both the main line and this division are failing to observe Rule No. 19, Circular 83.

YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY,
JACKSON TO CLARKSDALE.

Roadbed rough, depots fair, except as noted; freight and passenger service bad. Attention was called to the following improvements needed, which were promised without formal order:

FLORA.

Elevation of approach to trains badly needed, also protection of depot from surface water.

YAZOO CITY.

Passenger depot not completed, although work is progressing; situation very bad; great complaint of unsatisfactory freight service, which should be remedied.

THORNTON.

Depot, which was ordered completed by May 1, 1904, not yet completed. It is too small for the necessities of this place, and no wagon approach to freight room has been provided. I would advise order for immediate completion and improvement there.

GREENWOOD.

The order of the Commission to provide lights at depot has not been complied with. There is a very general complaint of delay and improper handling of freight of this division, especially out of Jackson and to and from Yazoo City. The passenger service of this division is especially unsatisfactory. The coaches and rolling stock is old and in bad repair; insufficient toilet arrangement, and lights and water generally unsatisfactory; dilapidated and

dirty condition. Passenger trains are laid out for freight trains, schedules are not adhered to; Rule 19, Circular 83, is ignored.

MAIN LINE.

Roadbed very rough and improvement needed; passenger coaches badly in need of repair; freight service good. Nearly all of the branch lines of the system are newly constructed and roadbeds rough. Much is being done towards improvement of this at present; during 1904 many new depots have been built by them. Improvements and enlargements have been made on depots and platforms at several stations. Improvements were suggested and promised to be made without formal order at various stations.

RIVERSIDE DIVISION.

Roadbed rough; passenger coaches unfit. All of the other branches are comparatively new and unavoidably rough and service unsatisfactory.

ALABAMA & VICKSBURG RAILROAD.

Conditions splendid in every respect.

SOUTHERN.

MAIN LINE.

Webb and Percy branches—this is the second inspection of this line, the first being made by the whole Commission, who visited the various stations on these lines, having with them the managing officers of the system, who, by the insistence of the Commission, made the tour to adjust and remedy at each place the multitudinous complaints against the road. We found the complaint well founded and a bad state of affairs generally. The orders of the Commission then made have not been fully complied with, but I am gratified to report much has been done, and the situation is vastly improved. The traffic department deserves to be complimented in the very satisfactory manner in which they are now handling the freight, not a single complaint being made by any one on the whole line on this score. The passenger service is also improved. Some new lines are being constructed and much work has been done on the roadbed. New depots have been built, others enlarged and painted. When the orders of the Commission are fully complied with, which should be insisted upon, all grounds for complaint will be remedied. Rule 19, Circular 83, ignored.

RECOMMENDATION.

I would respectfully recommend all roads which have failed to comply with Rule 19, Circular 83, be at once notified that unless same is complied with penalties will be imposed for contempt of this order. That all baggage rooms be required to be kept open at all times during business hours. That a uniform tariff of charges for excess baggage be adopted. That passenger trains be required to stop the white passenger coach directly opposite waiting room at all stations when practicable. That the passenger coaches be improved by requiring water closets for both sexes in each first class car, and same be properly lighted and supplied with sanitary toilets, as the Commission shall order. That all old and dilapidated coaches, which are practically discarded, be ordered repaired and required to be kept cleaner than at present. That all main line first-class roads be required to maintain the block system of signals.

R. L. BRADLEY.

First District.

SPECIAL REPORT OF J. C. KINCANNON.

JACKSON, MISS., May 16, 1905.

To the Honorable Railroad Commission of Mississippi:

GENTLEMEN:—I desire to report that on the 15th, in company with Superintendent Morgan, I inspected the G. & C. Division of the Mobile, Jackson & Kansas City Railroad between Algoma and Houston, and while the track is not in good condition I consider it possible to operate trains on slow schedule over this section, and I recommend that the Commission order service established on this division.

J. C. KINCANNON,
Commissioner.

REPORT OF J. C. KINCANNON.

JACKSON, MISS., December 22, 1903.

To the Mississippi Railroad Commission:

Complying with the law and an order of the Commission I herewith submit my report of the inspection of the following railroads: The Mobile & Ohio, Southern Railway Co., Frisco and Narrow Gauge Division of the Mobile, Jackson & Kansas City road, formerly the Gulf & Chicago Railroad.

I respectfully report the Mobile & Ohio in good condition, the roadbed having been improved and a large section of the track laid with new rails, a number of new depots have been built, with comfortable waiting rooms for accommodation of passengers. Further improvements are necessary, however, and I recommend the extension of the freight room and the building of new and large waiting rooms at Macon; at Artesia the waiting rooms are entirely inadequate for the needs of the public; and I recommend the building of a new passenger depot with commodious waiting rooms, toilet and closets in the building. The need of such a depot at this place is imperative on account of the large number of passengers transferring from and to the Montgomery Division, and the Starkville Branch inaugurated as speedily as possible.

At Tupelo the waiting rooms are inadequate and I recommend the building of an additional ladies' waiting room at this place.

Under the management of the present superintendent great improvement has been made in the moving of freight on the Southern Railway between Columbus and Greenville. I regret I cannot report a similar improvement in the passenger service, which is far from satisfactory. The comfortable waiting room is the exception on this division. The improvements in the depots are necessary all along the line, and the train service must be better.

The Memphis & Charleston of the Southern Railway is in fairly good condition. The new Union Passenger Station erected by the Mobile & Ohio and Southern at Corinth, by order of the Commission, is satisfactory.

The Frisco has made considerable improvements in the roadbed and are laying new rails over a large section of their track. Their depots are generally adequate and waiting rooms are fairly comfortable.

The Narrow Gauge Division of the Mobile, Jackson & Kansas City road keep up no waiting rooms except at New Albany, Blue

Mountain and Ripley; usually provisions are made for the comfort of passengers in store houses where tickets are sold. This service cannot be satisfactory, and comfortable waiting rooms should be established at the various stations along the line.

Respectfully submitted,

J. C. KINCANNON,

R. R. Commissioner.

REPORT OF JOHN D. McINNIS.

JACKSON, Miss., Dec. 22, 1903.

To the Mississippi Railroad Commission:

GENTLEMEN:—I have inspected the Railroad assigned to me, and below submit my report as required by Section 4316 of the Annotated Code.

The intention of the framers of the law, in the enactment of the Statute, was to cause to be made an inspection of the physical condition of the railroads, thereby insuring safety as well as comfort to the traveling public. Safety, however, is so absolutely necessary to the profitable handling of railroad property, that the managers of the different lines use every possible means for the protection of passengers. The damages entailed by its neglect is a greater incentive than an inspection by the Railroad Commission can possibly be. This leaves the inspection to be confined to looking after the condition of the waiting-rooms and to compelling an observance of the law which requires comfortable condition for passengers. I report an improvement in these particulars, and suggestions have been made to superintendents which should further improve the service. To me, this time, was assigned the Mississippi Valley (Y. & M. V. R. R.) and its branches, and the Louisville & Nashville Railroad. This last road is in good condition so far as passenger accommodations are concerned, and the laws for the comfort of passengers are being enforced. So far as freight rates are concerned it is paralleled by the Mississippi Sound, which is an efficient regulation so far as it goes. I congratulate the people of the Delta upon the rapid development taking place. This is due solely to the extension of railroad lines. While the whole State needs, and is getting, new lines for transferring freight, the Delta is so situated that developments cannot come without them. The very richness of its soft alluvial soil precludes the possibility of constructing good drive roads; this makes necessary the building of branch lines close to each other as feeders for the main line of the Mississippi Valley, which traverses this section of the State. These lines are being rapidly built, and while they are new they are substantial and safe. I believe the Lake Cormorant Branch the best new road I have ever inspected. When I call to mind my first inspection, eight years ago, and make a comparison of the railroad situation of that time with this, I hereby congratulate the people of the whole State upon the steady improvements made, and have nothing but words of commenda-

tion for the managers of the different railroad properties, who are quite as much interested in the State's development as the most progressive private citizen, and whose intelligent handling of the properties intrusted to their care is conducing much to this end.

Respectfully submitted,

JNO. D. McINNIS.

UNIVERSITY OF ILLINOIS LIBRARY

MAY 28 1920

REPORT OF A. Q. MAY.

To the Railroad Commission of the State of Mississippi:

As required by law, and in compliance with an order of the Commission, I have inspected the hereinafter named railroads, and beg leave to submit the following report:

A. & V. AND N. O. & N. E.

Upon an examination of the A. & V. roadbed, I found the same in a fairly good condition. This road suffers from freshets quite often, especially at Pearl River, Chunky and Baker's Creek. Beginning at Pearl River, the roadbed has been raised seven feet for several miles east of Jackson, and it is thought that this improvement places the roadbed above the highest water mark known on Pearl River. The Company now has under consideration the advisability of changing the roadbed at Baker's Creek, and of making certain improvements at Chunky. If these contemplated improvements are made, the evils of high water at these points will be remedied.

The roadbed of the N. O. & N. E. I found in good condition. It is one of the best roadbeds in the State. It is well ballasted with gravel, and the rails are in good condition. So far as I could judge, the bridges and trestles on both these roads are in safe condition.

The depots along the A. & V. are very well kept. At Brandon I found that the depot had recently been destroyed by fire, and that box cars were being used for both a passenger and freight depot. A new depot should be erected at this place without delay, and the superintendent of the road stated that this would be done. A new and more commodious depot is badly needed at Newton, and if the railroad company does not build it of its own volition in the near future, I recommend that the Commission order the same erected. However, I think the company contemplates building the depot soon. A new depot has recently been erected at Edwards, and I am sure gives entire satisfaction. I found bulletin boards on hand and rules posted at all the stations with one or two exceptions. I found the depots of the N. O. & N. E. in a neat condition, bulletin boards on hand, and the rules properly posted. I am decidedly of the opinion that a union passenger depot should be built at Hattiesburg by the N. O. & N. E., G. & S. I. and M. J. & K. C., and used by them jointly. I think, perhaps, the roads at interest would not object to this if they could

agree upon the location of the depot. If the roads at interest cannot agree, let the Railroad Commission settle that point, as it has a right to do under the law. Wherever it is at all practicable I think union stations should be used. I do not think it just or right to inconvenience the traveling public by requiring them to go from one depot to another, or to put them to extra cost in the way of transfer charges, when it can be so easily avoided.

PEARL & LEAF RIVER.

I examined this road from Hattiesburg to Blountville, and found the roadbed for a new road in a good condition. New and heavy rails are used. The road was under construction from Blountville to Silver Creek. The depots are new, and waiting-rooms are clean. The seats in the waiting-rooms are very poor, roughly constructed and uncomfortable, and are not in keeping with the surroundings. I recommend that better and more comfortable seats be provided.

G. & S. I.

The roadbed of the main line of this road is in good condition, gravel being used extensively on the track, and new and heavy rails are taking the place of the old ones. The roadbed of the Laurel and Columbia branches are in a safe condition. Further improvements are contemplated on these branches. The bridges and trestles on this road are in a safe condition, so far as I could judge. In several places new and substantial iron bridges have taken the places of the wooden ones. Great improvements have been made on the pier and harbor at Gulfport, and an immense amount of money has been expended in this direction. I found the depots in a neat condition, bulletin boards on hand, and rules properly posted, with few exceptions. I suggested certain changes in the construction of some of the waiting-rooms, such as at Mendenhall, and the company stated that these suggestions would be put into execution.

M. J. & K. C.

I examined this road from Hattiesburg to the Alabama line and found the same in a safe condition. Further improvements are contemplated. The depots are in a neat condition, bulletin boards on hand, and rules posted. Stoves were missing in some of the depots, and these were ordered to be put in, the company readily consenting thereto.

I. C.

Upon an examination of this roadbed I found the same in good condition, the entire line being well ballasted with gravel. This road now has a double track from Jackson, Miss., to the Louisiana line. I also examined the roadbed of the Aberdeen Branch and found the same in a safe condition. Further improvements are contemplated on this branch. I found the waiting-rooms on both main line and branches in a clean condition, bulletin boards on hand, and rules of the Commission posted, with one or two exceptions. The freight rooms at Bogue Chitto and Gallman are rather small, and the company contemplates enlarging them in the near future. The depot at Senatobia is old, too small, and out of repair. I recommend that a new building be erected at this point.

My position upon the depot situation at Jackson is well known. It will be remembered that several months ago I addressed a letter to Assistant General Superintendent Dunn, calling his attention to the Jackson depot and the conditions at that point, stating to him that I was more than willing for the company to make the necessary improvements of their own volition, but unless the company did so within a reasonable length of time I should bring the matter before the Railroad Commission and ask that body to deal with the situation. After waiting several months, and the railroad company not having taken any action, I brought the matter before the Commission and asked that the I. C., Y. & M. V., G. & S. I. and A. & V. railroads be cited to appear and show cause why a new depot building should not be erected, or the old one remodeled and enlarged, a shed erected over the tracks, gates erected over the Capitol Street crossing, depot fenced in and gates established, and the space widened between the tracks, so as to admit of easy and safe passage between same.

When the cause came on for a hearing before the Commission, it will be remembered that I earnestly advocated the erection of a new and commodious depot building, the building of a large iron shed over the tracks, the erection of gates and fences as mentioned in the citation, and the removal of the freight depot to some other location so as to admit of the widening of the space between the tracks. The Commission decided that by making certain changes in the present depot building, the situation would be relieved, and that small sheds between the tracks would answer in lieu of a large iron shed, and that fences and gates should be erected, and an order to this effect was entered.

CONCLUSION.

In conclusion, I will state that I asked the agents if they complied with the law and the rules of the Commission in regard to the posting of the bulletin boards and the keeping of fires and lights in the waiting-rooms, and they answered in the affirmative.

I am of the opinion that some agents throughout the State are careless and indifferent in the discharge of their duties in this respect.

The Commission should look closely after this matter and see that its rules are enforced, and where they are carelessly or wilfully disobeyed, a fine should be entered against the railroad company. This will cause the railroad company to discharge inefficient agents, and will serve notice on the other agents that they must discharge their duties.

The proper posting of the bulletin boards and the keeping of the lights and fires in the waiting-rooms mean a good deal to the traveling public, and with a reasonable amount of promptness and energy on the part of the agent this service can be given.

A. Q. MAY.

RECAPITULATION SHOWING VALUATION OF RAIL-
ROADS, SLEEPING CARS, EXPRESS COMPANIES,
TELEPHONE COMPANIES AND TELEGRAPH
COMPANIES FOR 1904.

	<i>Total Valuation.</i>	<i>Total Tax.</i>
Railroads.....	\$35,561,709	\$213,370 25
Express Companies.....	21,787	130 72
Telegraph Companies.....	516,514	3,099 08
Sleeping Car Companies.....	129,700	778 20
Telephone Companies.....	609,072	3,654 43
Totals.....	\$36,838,782	\$221,032 68

The above divided into counties is as follows:

<i>County.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Adams.....	\$ 175,284	\$ 1,051 68
Amite.....	275,575	1,653 39
Alcorn.....	465,064	2,790 38
Bolivar.....	1,385,438	8,313 50
Attala.....	313,740	1,882 43
Benton.....	420,152	2,520 91
Copiah.....	716,255	4,297 21
Coahoma.....	1,104,092	6,624 55
Calhoun.....	195	1 17
Covington.....	336,693	2,020 15
Clay.....	544,027	3,264 14
Clarke.....	620,793	3,724 74
Claiborne.....	516,330	3,097 97
Chickasaw.....	177,985	1,067 90
Choctaw.....	130,600	783 60
Carroll.....	453,721	2,722 31
DeSoto.....	680,087	4,080 51
Franklin.....	350,631	2,103 77
Grenada.....	550,711	3,304 26
Greene.....	177,528	1,065 16
Harrison.....	925,518	5,553 10
Hinds.....	1,655,089	9,930 52
Holmes.....	1,227,749	7,368 46
Hancock.....	456,954	2,741 68
Issaquena.....	184,516	1,107 09
Itawamba.....	247	1 47
Jones.....	620,547	3,723 26
Jasper.....	141,992	851 96
Jefferson.....	571,360	3,428 16

<i>County.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Jackson.....	663,901	3,983 38
Kemper.....	337,482	2,024 87
Lauderdale.....	1,272,969	7,634 50
Lowndes.....	637,910	3,827 30
Lafayette.....	446,575	2,679 43
Lincoln.....	719,201	4,315 19
Lee.....	644,191	3,865 15
Lawrence.....	69,009	414 05
Leflore.....	683,666	4,701 93
Leake.....	2,390	14 33
Madison.....	571,939	3,431 61
Monroe.....	839,514	5,037 05
Marshall.....	763,382	4,580 20
Montgomery.....	558,549	3,351 28
Marion.....	404,751	2,423 69
Newton.....	267,985	1,607 90
Noxubee.....	342,536	2,055 19
Oktibbeha.....	331,926	1,991 53
Panola.....	581,747	3,490 46
Pontotoc.....	51,491	320 15
Prentiss.....	239,880	1,439 26
Pike.....	751,682	4,510 08
Pearl River.....	374,535	2,247 19
Perry.....	939,132	5,634 77
Quitman.....	240,747	1,444 46
Rankin.....	517,973	3,107 82
Sharkey.....	568,899	3,413 39
Smith.....	97,523	585 13
Sunflower.....	640,976	3,842 23
Simpson.....	321,959	1,931 75
Scott.....	279,065	1,674 36
Tunica.....	637,591	3,821 35
Tishomingo.....	231,306	1,387 83
Tippah.....	83,373	500 23
Tate.....	248,283	1,489 68
Tallahatchie.....	468,068	2,808 39
Union.....	315,110	1,890 65
Wilkinson.....	248,658	1,491 93
Washington.....	1,611,261	9,667 50
Wayne.....	402,171	2,413 01
Warren.....	1,046,754	6,280 51
Webster.....	214,350	1,286 09
Yazoo.....	524,434	3,146 58
Yalobusha.....	729,302	4,375 80

RECAPITULATION SHOWING VALUATION OF RAILROADS,
SLEEPING CARS, EXPRESS COMPANIES, TELE-
PHONE COMPANIES AND TELEGRAPH
COMPANIES FOR 1905.

	<i>Total Valuation.</i>	<i>Total Tax.</i>
Railroads.....	\$36,316,800	\$217,900 73
Express Companies.....	24,628	147 79
Telegraph Companies.....	572,279	3,433 67
Sleeping Car Companies.....	127,562	765 39
Telephone Companies.....	763,074	4,578 48
Totals.....	\$37,804,343	\$226,826 06

The above divided into counties as follows:

<i>County.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Attala.....	\$ 313,652	\$ 1,881 91
Alcorn.....	467,759	2,806 54
Amite.....	337,429	2,024 35
Adams.....	179,643	1,088 32
Bolivar.....	1,382,845	8,297 06
Benton.....	281,255	1,687 53
Covington.....	335,633	2,013 79
Copiah.....	720,872	4,325 21
Calhoun.....	11,062	66 37
Carroll.....	455,711	2,734 24
Coahoma.....	1,111,169	6,567 01
Claiborne.....	516,304	3,098 00
Choctaw.....	132,716	796 28
Chickasaw.....	305,234	1,830 90
Clay.....	547,861	3,287 16
Clarke.....	673,375	4,040 24
DeSoto.....	683,931	4,103 56
Franklin.....	348,806	2,092 82
Greene.....	177,320	1,063 91
Grenada.....	568,214	3,409 26
Hinds.....	1,657,859	9,947 13
Hancock.....	466,011	2,795 03
Harrison.....	922,639	5,535 83
Holmes.....	957,794	5,746 74
Issaquena.....	167,477	1,004 85
Jones.....	665,405	3,993 08
Jackson.....	658,943	3,953 63
Jasper.....	217,008	1,302 04
Jefferson.....	572,731	3,436 36
Kemper.....	338,040	2,028 23

<i>County.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Lee.....	\$ 750,094	\$4,500 54
Lawrence.....	146,989	881 92
Leflore.....	790,315	4,741 84
Lafayette.....	447,982	2,687 86
Lauderdale.....	1,340,646	8,033 25
Leake.....	3,268	19 60
Lowndes.....	437,052	2,622 29
Lincoln.....	725,500	4,352 68
Lamar.....	437,052	2,622 29
Marion.....	88,541	531 23
Madison.....	574,491	3,446 91
Montgomery.....	558,432	3,350 57
Marshall.....	766,967	4,601 78
Monroe.....	812,610	4,866 13
Neshoba.....	228	1 36
Noxubee.....	342,710	2,056 26
Newton.....	295,588	1,773 51
Oktibbeha.....	317,036	1,902 20
Perry.....	952,014	5,712 07
Pearl River.....	347,716	2,086 34
Pike.....	765,519	4,593 10
Panola.....	583,293	3,499 74
Pontotoc.....	49,686	298 10
Prentiss.....	239,635	1,437 79
Quitman.....	293,934	1,763 58
Rankin.....	519,675	3,118 03
Simpson.....	361,010	2,165 94
Smith.....	107,637	646 03
Sharkey.....	572,392	3,434 37
Scott.....	279,431	1,676 56
Sunflower.....	653,895	3,923 32
Tallahatchie.....	519,539	3,117 22
Tate.....	250,327	1,501 94
Tippah.....	83,238	499 41
Tishomingo.....	231,475	1,388 84
Tunica.....	644,623	3,867 70
Union.....	322,222	1,933 32
Wilkinson.....	251,812	1,510 86
Webster.....	214,181	1,285 07
Wayne.....	406,352	2,438 10
Washington.....	1,650,254	9,901 49
Warren.....	1,040,629	6,243 76
Winston.....	905	5 43
Yazoo.....	669,318	4,015 88
Yalobusha.....	732,626	4,395 74

CUMBERLAND TELEPHONE COMPANY.

*Monthly Rates within One and one-half Miles of Central Office,
Long Distance Instruments.*

Business, direct line, \$2.75.
 Business, two-party line, \$2.00.
 Residence, direct line, \$1.65.
 Residence, two-party line, \$1.40.

Country Monthly Rates, Long Distance Instruments.

Party line, business, between $1\frac{1}{2}$ and 5 miles, \$2.75.
 Party line, residence, between $1\frac{1}{2}$ and 5 miles, \$1.65.
 Party line, beyond 5 miles, add 25 cents per month per mile or fraction thereof.

Direct line, beyond $1\frac{1}{2}$ miles, add 40 cents per month per mile or fraction thereof.

Special Equipment.

Long Wall Set, 25 cents extra. Nickel Plated Desk Set, 25 cents extra.

Business, direct Blake, \$2.50.
 Business, two-party Blake, \$2.00.
 Business, three-party Blake, \$1.50.
 Residence, direct Blake, \$1.50.
 Residence, two-party Blake, \$1.25.
 Residence, three-party Blake, \$1.00.
 All new orders for long distance.

The above schedule of rates is in force at the following exchanges in Mississippi:

Batesville.	Fayette.	Oakland.
Baldwyn.	Forest.	Pass Christian.
Bay St. Louis.	Friar's Point.	Pickens.
Benoit.	Gloster.	Poplarville.
Belen.	Grenada.	Port Gibson.
Biloxi.	Gulfport.	Rolling Fork.
Bolton.	Greenwood.	Rosedale.
Booneville.	Gunnison.	Sardis.
Brookhaven.	Hazelhurst.	Pascagoula.
Brandon.	Hernando.	Shaw.
Carrollton.	Hickory.	Senatobia.
Centreville.	Holly Springs.	Sumner.
Coffeeville.	Indianola.	Shelby.
Clarksdale.	Lula.	Terry.
Coldwater.	Jonestown.	Tunica.
Como.	Kosciusko.	Tupelo.

Cleveland.	Iuka.	Utica.
Columbus.	Lumberton.	Vaiden.
Corinth.	Madison.	Water Valley.
Crystal Springs.	Moss Point.	Wesson.
Durant.	New Albany.	Winona.
Duckhill.	Newton.	Woodville.
Edwards.	Ocean Springs.	Yazoo City.

*Monthly Rates within One and one-half Miles of Central Office,
Long Distance Instruments.*

Business, direct line, \$2.75.
 Business, two-party line, \$2.00.
 Residence, direct line, \$1.65.
 Residence, two-party line, \$1.40.

Country Monthly Rates, Long Distance Instruments.

Party line, business, between $1\frac{1}{2}$ and 5 miles, \$2.75.
 Party line, residence, between $1\frac{1}{2}$ and 5 miles, \$1.65.
 Party line, beyond 5 miles, add 50 cents per month per 5 miles or fraction thereof.
 Direct line, beyond $1\frac{1}{2}$ miles, add 40 cents per month per 5 miles or fraction thereof.

Special Equipment.

Long Wall Set, 25 cents extra. Nickel Plated Desk Set, 25 cents extra.

Business, direct Blake, \$2.50.
 Business, two-party Blake, \$2.00.
 Business, three-party Blake, \$1.50.
 Residence, direct Blake, \$1.50.
 Residence, two-party Blake, \$1.25.
 Residence, three-party Blake, \$1.00.
 All new orders for long distance.

The above schedule of rates is in force at Canton, Miss.

Business, direct line, \$1.50 per month, in town.
 Business, party line, \$1.50 per month, in country.
 Residence, direct line, \$1.50 per month, in town.
 Residence, party line, \$1.50 per month, in country.
 The above schedule of rates applies to Okolona, Miss.

The following is a schedule of rates for Amory, Miss.:

Business, direct line, \$2.00 per month.
 Residence, direct line, \$1.50 per month.
 Combination business and residence, \$3.00 per month for the two.

The following is a schedule of rates for Laurel, Miss.:

- Business, direct line, \$2.00 per month.
- Business, two-party line, \$1.50 per month.
- Residence, direct line, \$1.50 per month.
- Residence, two-party line, \$1.00 per month.
- Ministers, \$1.00 per month.

*Monthly Rates within One and one-half Miles of Central Office,
Long Distance Instruments.*

- Business, direct line, \$2.75.
- Business, two-party line, \$2.00.
- Residence, direct line, \$1.65.
- Residence, two-party line, \$1.40.

Country Monthly Rates, Long Distance Instruments.

- Party line, business, between $1\frac{1}{2}$ and 5 miles, \$2.75.
- Party line, residence, between $1\frac{1}{2}$ and 5 miles, \$1.65.
- Party line, beyond 5 miles, add 25 cents per month per mile or fraction thereof.
- Direct line, beyond $1\frac{1}{2}$ miles, add 40 cents per month per mile or fraction thereof.

The above is a schedule of rates at Ellisville, Miss.

The following is a schedule of rates at Ebenezer, Miss.:

- Business, party line, in town, \$2.00 per month.
- Business, party line, in country, \$2.75 per month.
- Residence, party line, in town, \$1.40 per month.
- Residence, party line, in country, \$1.65 per month.

*Monthly Rates within One and one-half Miles of Central Office,
Long Distance Instruments.*

- Business, direct line, \$4.00.
- Business, two-party line, \$3.00.
- Residence, direct line, \$2.00.
- Residence, two-party line, \$2.00.

Country Monthly Rates, Long Distance Instruments.

- Party line, business, between $1\frac{1}{2}$ and 5 miles, \$4.00.
- Party line residence, between $1\frac{1}{2}$ and 5 miles, \$2.00.
- Party line, beyond 5 miles, add 25 cents per month per mile or fraction thereof.
- Direct line, beyond $1\frac{1}{2}$ miles, add 40 cents per month per mile or fraction thereof.
- Business, direct Blake, \$3.50.

Business, two-party Blake, \$2.50.

Business, three-party Blake, \$1.50.

Residence, direct Blake, \$2.00.

Residence, two-party Blake, \$1.50.

Residence, three-party Blake, \$——.

All new orders for long distance.

The above schedule of rates is in force at Meridian, Miss.

Business, direct line, \$1.50 per month, in town.

Business party line, \$1.50 per month, incountry.

Residence, direct line, \$1.50 per month, in town.

Residence, party line, \$1.50 per month, in country.

The above schedule of rates applies to Nettleton, Miss.

*Monthly Rates within One and one-half Miles of Central Office, Long
Distance Instruments.*

Business, direct, \$4.00.

Business, two-party, \$3.00.

Residence, direct, \$2.50.

Residence, two-party, \$2.00.

Country Monthly Rates, Long Distance Instruments.

Party line, business, between $1\frac{1}{2}$ miles and 5 miles, \$4.00.

Party line, residence, between $1\frac{1}{2}$ and 5 miles, \$2.50.

Party line, beyond 5 miles, add 25 cents per month per mile or fraction thereof.

Direct line, beyond $1\frac{1}{2}$ miles, add 40 cents per month per mile or fraction thereof.

Business, direct Blake, \$3.50.

Business, two-party Blake, \$2.50.

Business, three-party Blake, \$1.50.

Residence, direct Blake, \$2.00.

Residence, two-party Blake, \$1.50.

Residence, three-party Blake, \$-----.

All new orders for long distance.

The above schedule of rates is in force at Natchez and Vicksburg, Miss.

Business, direct line, \$2.00 per month.

Business, party line, \$1.50 per month.

Residence, direct line, \$1.50 per month.

Residence, party line, \$1.00 per month.

Residence, party line, \$1.50 per month in country.

The above schedule of rates is in force at Tchula, Miss.

Monthly Rates within One and one-half Miles of Central Office, Long Distance Instruments.

Business, direct, \$3.50.
Business, two-party, \$3.00.
Residence, direct, \$2.50.
Residence, two-party, \$2.00.

Country Monthly Rates, Long Distance Instruments.

Party line, business, between $1\frac{1}{2}$ and 5 miles, \$3.50. /
Party line residence, between $1\frac{1}{2}$ and 5 miles, \$2.50.
Party line, beyond 5 miles, add 25 cents per month per mile or fraction thereof.

Direct line beyond $1\frac{1}{2}$ miles, add 40 cents per month per mile or fraction thereof.

Business, direct Blake, \$3.00.
Business, two-party Blake, \$2.50.
Business, three-party Blake, \$1.50.
Residence, direct Blake, \$2.00.
Residence, two-party Blake, \$1.50.
Residence, three-party Blake, \$1.00.
All new orders for long distance.

The above rates are in force at Greenville and Leland, Miss.

Business, direct line, \$2.50 per month.
Business, party line, \$1.50 per month.
Residence, direct line, \$1.50 per month.
Residence, party line, \$1.00 per month.

The above rates are in force at Magee and Mt. Olive, Miss.

The following is a schedule of rates for Hattiesburg, Miss.:

Business, direct line, \$2.00 per month.
Business, two-party line, \$1.50 per month.
Residence, direct line, \$1.50 per month.
Ministers, \$1.00 per month.
Desk sets for business, direct line, \$2.50 per month.

Houston, Miss.

All rates \$1.50 per month.

Jackson, Miss.

Business, direct, long distance, \$3.50 per month within 2 miles.
Business, two-party, long distance, \$2.50 per month within 2 miles.
Residence, direct, long distance, \$2.00 per month within 2 miles.

Residence, two-party, long distance, \$1.50 per month within 2 miles.

Beyond 2 miles add 50 cents per month for each additional 5 miles or fraction thereof.

Lexington, Miss.

Business, direct line, \$2.00 per month.

Business, party line, \$1.50 per month.

Residence, direct line, \$1.50 per month.

Residence, party line, \$1.00 per month.

STATEMENT OF PRIVILEGE TAXES PAID BY RAILROADS FOR 1904.

(On each railroad claiming exemption from State supervision under maximum and minimum provisions in their charter, an additional privilege tax per mile of \$10.00.)

<i>Name of Road.</i>	<i>Miles.</i>	<i>Privilege Tax Per Mile.</i>	<i>Total Privilege Tax.</i>
I. C. R. R., Main Line—1st class.	389.45	\$20 00	\$ 7,789 00
I. C. R. R., C. A. & N. Div.—3d class and additional.....	106.26	20 00	2,125 20
I. C. R. R., M. B. & N. Div.—3d class.....	22.60	10 00	226 00
Y. & M. V. R. R., Main Line—1st class and additional.....	314.92	30 00	9,447 60
Y. & M. V. R. R., Riverside Div. —2d class and additional....	156.20	25 00	3,905 00
Y. & M. V. R. R., N. J. & C. Div. —2d class and additional....	98.31	25 00	2,457 75
Y. & M. V. R. R., Rosedale and Roundaway Div.—3d class and additional.....	45.11	20 00	902 20
Y. & M. V. R. R., Talladega and Yazoo Br.—2d class and ad- ditional.....	155.67	25 00	3,891 75
Y. & M. V. R. R., Lake Cormo- rant and Greenwood Dists.— 3d class and additional.....	192.57	20 00	3,851 40
Y. & M. V. R. R., Helena Br.— 3d class and additional.....	20.24	20 00	404 80
Y. & M. V. R. R., Bayou Sara Br. —3d class and additional....	8.14	20 00	162 80
M. & O. R. R., Main Line—2d class.....	262.40	15 00	3,936 00
M. & O. R. R., Branches—3d class.....	42.81	10 00	428 10
L. & N. R. R.—1st class.....	73.74	20 00	1,474 80
K. C., M. & B. R. R.—2d class...	142.86	15 00	2,142 90
Sou. R. R. in Miss.—2d class....	177.93	15 00	2,668 95
Sou. Ry., Talladega Br.—3d class	34.56	10 00	345 60
Sou. Ry., Narrow Gauge—N. G. class.....	23.19	2 00	46 38
Sou. Ry., M. & C. Div.—1st class	34.10	20 00	682 00
N. O. & N. E. R. R.—1st class..	153.139	20 00	3,062 78
A. & V. R. R.—1st class.....	141.30	20 00	2,826 00

STATEMENT OF PRIVILEGE TAXES PAID BY RAILROADS
FOR 1904—*Continued.*

<i>Name of Road.</i>	<i>Miles.</i>	<i>Privilege Tax Per Mile.</i>	<i>Total Privilege Tax.</i>
G. & S. I. R. R., Main Line—2d class and additional.....	158.65	25 00	3,966 25
G. & S. I. R. R., Branches—3d class and additional.....	100.40	20 00	2,000 80
N. O. & N. W. R. R. (Natchez & Sou.)—3d class.....	2.22	10 00	22 20
M., J. & K. C. R. R.—3d class ..	87.27	10 00	872 60
Sardis & Delta R. R.—3d class..	13.00	10 00	130 00
Moss Point & Pasca—3d class...	6.00	10 00	60 00
N. C. & M. R. R.—3d class.....	21.50	10 00	215 00
Miss. Central R. R.—3d class...	53.62	10 00	536 20
Gulf & Chicago R. R.—N. G. class.....	57.00	2 00	114 00
Sunflower & Eastern R. R.—3d class.....	4.00	10 00	40 00
Sou. Ry. (Ala. Great Sou.)—1st class.....	18.78	20 00	375 60
Total.....	\$3,117,939		\$61,109 66

STATEMENT OF PRIVILEGE TAXES PAID BY RAILROADS
FOR 1905.

(On each railroad claiming exemption from State supervision under maximum and minimum provisions in their charter, an additional privilege tax of \$10.00.)

<i>Name of Road.</i>	<i>Miles.</i>	<i>Privilege Tax Per Mile.</i>	<i>Total Privilege Tax.</i>
I. C. R. R., Main Line—1st class..	389.45	\$20 00	\$ 7,789 00
I. C. R. R., B. & M. Div.—2d class.....	23.80	10 00	238 00
I. C. R. R., M. B. & N. Div.....	7.79	10 00	77 90
I. C. R. R., C. A. & N. Div.—3d class and additional.....	106.26	20 00	2,125 20
Y. & M. V. R. R., Main Line—1st class and additional.....	314.92	30 00	9,447 60
Y. & M. V. R. R., Riverside Div.—2d class and additional....	156.20	25 00	3,905 00
Y. & M. V. R. R., Rosedale to Dockery—2d class and additional.....	42.10	20 00	842 00

STATEMENT OF PRIVILEGE TAXES PAID BY RAILROADS
FOR 1905—*Continued.*

<i>Name of Road.</i>	<i>Miles.</i>	<i>Privilege Tax Per Mile.</i>	<i>Total Privilege Tax.</i>
Y. & M. V. R. R., N. J. & C. Div. —2d class and additional.....	98.31	25 00	2,457 75
Y. & M. V. R. R., Talladega & Yazoo Dists.—2d class and additional.....	155.67	25 00	3,891 75
Y. & M. V. R. R., Lambert to Swan Lake Div.—3d class and additional.....	6.70	20 00	134 00
Y. & M. V. R. R., Helena Br.— 3d class and additional.....	20.24	20 00	404 80
Y. & M. V. R. R., Bayou Sara Br. —3d class and additional....	8.14	20 00	162 80
Y. & M. V. R. R., Mattson to Hendon—3d class and addi- tional.....	2.86	20 00	57 20
Y. & M. V. R. R., Lake Cormo- rant and Greenwood Dists.— 3d class and additional.....	214.39	20 00	4,287 80
M. & O. R. R., Main Line—2d class.....	302.95	15 00	4,544 25
M. & O. R. R., Branches—3d class.....	42.81	10 00	428 10
L. & N. R. R.—1st class.....	73.74	20 00	1,474 80
K. C., M. & B. R. R.—2d class..	142.86	15 00	2,142 90
Sou. R. R. in Miss—2d class....	177.93	15 00	2,668 95
Sou. Ry., Okolona Div.—3d class	29.70	10 00	297 00
Sou. Ry., Talladega Br.—3d class	34.50	10 00	345 00
Sou. Ry., Deer Creek Br.—3d class.....	23.19	10 00	231 90
Sou. Ry. (Ala. Great Sou.)—1st class.....	18.78	20 00	375 60
Sou. Ry., Memphis & Charleston Div.—1st class.....	36.32	20 00	726 40
N. O. & N. E. R. R.—1st class..	153.139	20 00	3,062 78
A & V. R. R.—1st class.....	141.30	20 00	2,826 00
G. & S. I. R. R., Main Line—2d class and additional.....	147.32	25 00	3,683 00
G. & S. I. R. R., Branches—3d class and additional.....	119.17	20 00	2,383 40
N. O. & N. W. R. R. (Natchez & Sou.)—3d class.....	2.22	10 00	22 20

STATEMENT OF PRIVILEGE TAXES PAID BY RAILROADS
FOR 1905—*Continued.*

<i>Name of Road.</i>	<i>Miles.</i>	<i>Privilege Tax Per Mile.</i>	<i>Total Privilege Tax.</i>
M., J. & K. C. R. R.—3d class ..	171.84	\$10 00	\$1,718 40
Sardis & Delta R. R.—3d class..	13.00	10 00	130 00
Pascagoula St. Ry. & Power Co. —3d class.....	7.30	10 00	73 00
N. C. & M. R. R.—3d class.....	23.50	10 00	235 00
Miss. Central R. R.—3d class....	53.61	10 00	536 10
Gulf & Chicago R. R.—3d class..	57.87	10 00	578 70
Sunflower & Eastern R. R.—3d class.....	3.812	10 00	38 12
Brookhaven & Pearl River R. R. —3d class.....	9.86	10 00	98 60
I. C. R. R., 2d Trach.—2d class..	24.00	15 00 •	360 00
Miss. Eastern R. R.—3d class ..	10.00	10 00	100 00
Liberty-White R. R.—3d class..	24.02	10 00	240 20
Total.....	3,391,571		\$65,141 20

RAILROAD PRIVILEGE TAXES, 1904, DIVIDED INTO
COUNTIES.

<i>County.</i>	<i>Tax.</i>
Adams.....	\$ 355 95
Amite.....	497 40
Alcorn.....	601 50
Attala.....	768 60
Bolivar.....	3,223 30
Benton.....	370 45
Copiah.....	631 40
Coahoma.....	2,629 00
Calhoun.....	-----
Covington.....	763 00
Clay.....	846 75
Clarke.....	852 30
Claiborne.....	1,078 85
Chickasaw.....	195 90
Choctaw.....	322 00
Carroll.....	682 50
De Soto.....	998 55
Franklin.....	652 50
Grenada.....	857 80
Greene.....	305 65
Harrison.....	1,546 40

RAILROAD PRIVILEGE TAXES, 1904, DIVIDED INTO
COUNTIES—*Continued.*

<i>County.</i>	<i>Tax.</i>
Hinds.....	\$2,531 64
Holmes.....	1,725 25
Hancock.....	582 62
Issaquena.....	336 00
Itawamba.....	-----
Jones.....	1,059 02
Jasper.....	245 48
Jefferson.....	1,229 45
Jackson.....	763 90
Kemper.....	396 15
Lauderdale.....	1,415 16
Lowndes.....	745 65
Lafayette.....	555 80
Lincoln.....	808 50
Lee.....	778 95
Lawrence.....	235 90
Leflore.....	1,609 65
Lamar.....	972 72
Madison.....	741 35
Monroe.....	1,190 55
Marshall.....	965 80
Montgomery.....	755 05
Marion.....	330 00
Newton.....	486 92
Noxubee.....	387 30
Oktibbeha.....	686 55
Panola.....	825 60
Pontotoc.....	49 85
Prentiss.....	276 45
Pike.....	499 20
Pearl River.....	622 88
Perry.....	2,080 02
Quitman.....	582 80
Rankin.....	1,115 01
Sharkey.....	1,071 40
Smith.....	406 00
Sunflower.....	1,482 35
Simpson.....	956 50
Scott.....	487 70
Tunica.....	1,236 00
Tishomingo.....	340 00
Tippah.....	62 00
Tate.....	355 80

RAILROAD PRIVILEGE TAXES, 1904, DIVIDED INTO
COUNTIES—*Continued*

<i>County.</i>	<i>Tax.</i>
Tallahatchie.....	\$ 978 65
Union.....	408 95
Wilkinson.....	487 70
Washington.....	3,130 38
Wayne.....	466 95
Warren.....	1,340 58
Webster.....	355 50
Yazoo.....	1,065 95
Yalobusha.....	783 00

RAILROAD PRIVILEGE TAXES, 1905, DIVIDED INTO
COUNTIES.

<i>County.</i>	<i>Tax.</i>
Attala.....	\$ 768 60
Alcorn.....	601 50
Amite.....	664 40
Adams.....	355 95
Bolivar.....	3,223 30
Benton.....	371 45
Covington.....	902 90
Copiah.....	631 40
Calhoun.....	22 90
Carroll.....	846 75
Coahoma.....	2,568 80
Claiborne.....	1,078 85
Choctaw.....	322 00
Chickasaw.....	470 00
Clay.....	846 75
Clarke.....	9,452 30
DeSoto.....	998 55
Franklin.....	652 50
Greene.....	303 15
Grenada.....	857 80
Hinds.....	2,531 64
Hancock.....	582 62
Harrison.....	1,546 40
Holmes.....	1,725 25
Issaquena.....	336 00
Jones.....	1,617 52
Jackson.....	759 70
Jasper.....	576 58
Jefferson.....	1,229 45

RAILROAD PRIVILEGE TAXES, 1905, DIVIDED INTO
COUNTIES—*Continued.*

<i>County.</i>	<i>Tax.</i>
Kemper.....	\$ 396 15
Lee.....	978 95
Lawrence.....	652 85
Leflore.....	1,609 65
Lafayette.....	555 80
Lauderdale.....	1,415 16
Lowndes.....	745 65
Lincoln.....	825 30
Lamar.....	972 72
Marion.....	330 00
Madison.....	741 35
Montgomery.....	755 05
Marshall.....	965 80
Monroe.....	1,190 55
Noxubee.....	387 30
Newton.....	617 22
Oktibbeha.....	686 50
Pearl River.....	622 88
Pike.....	574 20
Panola.....	825 60
Pontotoc.....	117 45
Prentiss.....	276 75
Quitman.....	582 80
Rankin.....	928 64
Simpson.....	1,106 70
Smith.....	406 00
Sharkey.....	1,071 40
Scott.....	487 70
Sunflower.....	1,509 55
Tallahatchie.....	1,035 65
Tate.....	355 80
Tippah.....	308 30
Tishomingo.....	340 00
Tunica.....	1,236 00
Union.....	559 75
Wilkinson.....	487 70
Webster.....	355 50
Wayne.....	466 90
Washington.....	3,384 90
Warren.....	1,340 58
Yazoo.....	1,433 35
Yalobusha.....	783 00

RECAPITULATION SHOWING TOTAL VALUATION AND
TOTAL STATE TAX ASSESSED AGAINST EXPRESS,
SLEEPING CAR COMPANIES, TELEGRAPH AND TELE-
PHONE COMPANIES FOR THE YEAR 1904.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Pullman Company.....	\$ 129,700	\$ 778 20
Southern Express Company.....	12,846	75 57
American Express Company.....	8,941	53 64
Postal Telegraph Company.....	189,060	1,134 36
Western Union Telegraph Company.....	327,454	1,964 72
Cumberland Telephone Company.....	525,421	3,153 65
Ala., Miss. & Tenn. Telephone Co.....	1,694	10 15
Amory & Tupelo Telephone Company....	2,448	14 87
American Telephone Co. of Mississippi....	17,844	107 05
Blunts Mineral Well Telephone Co.....	295	1 77
Booneville & Tupelo Telephone Co.....	446	2 68
Columbia Telephone Company.....	1,500	9 00
Pontotoc & Tupelo Telephone Co.....	1,060	6 36
Booneville Telephone Company.....	415	2 49
Home Telephone Company.....	9,050	54 30
Central Telephone Company.....	875	5 25
Co-operative Telephone Company.....	530	3 18
Bay Telephone Company.....	1,200	7 20
Charleston Telephone Company.....	400	2 40
Citizens Long Distance Telephone Co.....	10,139	60 82
Kosciusko Telephone Company.....	2,800	16 80
Lexington Telephone Company.....	4,358	26 15
Mutual Telephone Company No. 1.....	505	3 02
Macon Electric Light & Telephone Co....	6,195	37 16
Oxford Telephone Company.....	1,360	8 16
Starkville Telephone Company.....	2,655	15 92
Southwestern Telephone Co. No. 1.....	2,430	14 58
Southwestern Telephone Co. No. 2.....	1,362	8 17
Williams Bros. Telephone Company.....	550	3 30
Vicksburg & Yazoo City Telephone Co....	1,890	10 74
Yazoo Valley Telephone Company.....	4,100	24 60
Mutual Telephone Company No. 2.....	5,950	35 70
Rural Telephone Company.....	1,000	6 00
Total.....	\$1,274,473	\$7,646 83

RECAPITULATION SHOWING TOTAL VALUATION AND
TOTAL STATE TAX ASSESSED AGAINST EXPRESS,
SLEEPING CAR, TELEGRAPH AND TELEPHONE COM-
PANIES FOR THE YEAR 1905.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax</i>
Pullman Company.....	\$ 127,562	\$ 754 28
Southern Express Company.....	15,632	93 66
American Express Company.....	8,996	44 03
Postal Telegraph Company.....	211,998	1,239 94
Western Union Telegraph Company.....	360,281	2,221 30
Cumberland Telephone Company.....	637,671	3,823 75
Ala., Miss. & Tenn. Telephone Co.....	1,896	11 36
Blunts Mineral Well Telephone Co.....	330	2 57
Booneville Telephone Company.....	468	2 80
Columbia Telephone Company.....	1,423	8 53
Pontotoc & Tupelo Telephone Co.....	1,670	10 02
Home Telephone Company.....	7,178	43 07
Southwestern Telephone Association.....	2,600	15 60
Southwestern Telephone Co. No. 1.....	2,464	14 70
Mutual of Yazoo County Telephone Co....	5,800	34 80
American Telephone Company.....	64,221	385 31
Citizens Long Distance Telephone Co.....	13,760	82 50
Lexington Telephone Company.....	4,358	26 14
Mutual Telephone Company.....	1,188	7 13
Macon Electric Light & Telephone Co....	7,007	42 04
Oxford Telephone Company.....	1,383	8 29
Starkville Telephone Company.....	2,853	17 17
Southwestern Telephone Co.-of Tippah Co.	2,855	17 13
Southwestern Tel. Co. of Pontotoc County	110	66
West Point Telephone Company.....	2,000	12 00
Central Mississippi Telephone Company..	1,838	11 02
Total.....	\$1,487,543	\$8,925 25

RECAPITULATION SHOWING TOTAL VALUATION AND
TOTAL STATE TAX ASSESSED AGAINST RAILROAD
COMPANIES FOR THE YEAR 1905.

<i>Railroads.</i>	<i>Value per Mile.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C. R. R., Main Line.....	\$15,000	\$ 7,405,457	\$ 44,402 93
I. C. R. R., C. A. & N. Div....	7,500	852,981	5,117 86
I. C. R. R., M. B. & N. Div....	2,000	45,572	273 45
Y. & M. V. R. R., Main Line	15,000	5,210,923	31,265 23
Y. & M. V. R. R., Riverside Div.....	9,000	1,500,127	9,000 76
Y. & M. V. R. R., Lake Cor- morant & Grenada Div....	7,500	1,545,672	9,273 79
Y. & M. V. R. R., Helena Br.	6,000	129,210	775 26
Y. & M. V. R. R., Tallahat- chie & Yazoo Districts....	9,000	1,528,304	9,169 76
Y. & M. V. R. R., Rosedale & Roundaway Districts....	4,000	174,500	1,047 00
Y. & M. V. R. R., Bayou Sara Branch.....	6,000	58,420	350 52
Y. & M. V. R. R., N. J. & C. Branch.....	9,000	920,632	5,523 79
M. & O. R. R., Main Line....	12,000	3,988,082	23,938 48
M. & O. Branches, \$9,000 & Sou. Ry., Main Line.....	7,500		
Sou. Ry., Main Line.....	8,500	1,992,670	11,991 98
Sou. Ry., Tal. Branch.....	6,000		
Sou. Ry., Deer Creek.....	5,500		
Sou. Ry., Meridian S.-Div....	2,000	431,765	2,590 59
M. & C. R. R.....	12,000		
Ala. Great Southern R. R....	15,000	313,300	1,879 80
N. O. & N. E. R. R.....	10,500	1,970,773	11,819 80
A. & V. R. R.....	9,500	1,647,015	9,881 79
L. & N. R. R.....	15,000	1,188,257	7,129 54
G. & S. I. R. R., M. Line....	8,500	2,009,351	12,056 23
G. & S. I. R. R., Branches ..	4,500		
M., J. & K. C. R. R.....	5,000	569,771	3,418 62
K. C., M. & B. R. R., Frisco System.....	10,000	1,472,050	8,832 30
G. & C. R. R., Nar. Gauge....	2,500	150,090	900 52
P. & L. R. R. R.....	4,000	233,624	1,401 74
N. C. & M. R. R.....	2,700	52,900	317 40
N. O. & N. W. R. R., Nat- chez Southern.....	4,500	15,036	90 21
Sardis & Delta R. R.....	3,600	46,850	281 10
Pasca. St. Ry. & Power Co....	-----	100,434	602 60
Sunflower & Eastern R. R....	2,000	7,943	41 71
Total.....	-----	\$35,561,709	\$213,370 25

RECAPITULATION, SHOWING TOTAL VALUATION AND
TOTAL TAX ASSESSED AGAINST RAILROAD COM-
PANIES FOR THE YEAR 1905.

<i>Railroads.</i>	<i>Value per Mile.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C. R. R., Main Line-----	\$15,000	\$ 7,390,423	\$ 44,342 53
I. C. R. R., C. A. & N. Div--	7,500	853,637	5,121 82
I. C. R. R., M. B. & N. Div--	2,000	66,955	401 73
Y. & M. V. R. R., Main Line--	15,000	5,222,840	31,337 04
Y. & M. V. R. R., Riverside Division-----	9,000	1,491,070	8,946 42
Y. & M. V. R. R., Rosedale & Roundaway Branch, \$3,000 and-----	4,000	174,750	1,048 50
Y. & M. V. R. R., N. J. & C. Division-----	9,000	919,380	5,516 28
Y. & M. V. R. R., Lake Cor- morant & Greenwood District-----	7,500	1,783,669	10,702 01
Y. & M. V. R. R., Bayou Sara Division-----	6,000	58,420	350 52
Y. & M. V. R. R., Tallahat- chie & Yazoo Districts---	9,000	1,577,595	9,465 57
Y. & M. V. R. R., Helena Division-----	6,000	129,040	774 24
Liberty-White R. R.-----	3,500	91,980	551 88
M. & O. R. R., Main Line--	12,000	3,593,813	21,562 87
Mississippi Eastern R. R.---	3,000	42,475	254 85
Biloxi Electric Ry. Co.-----	-----	83,100	498 60
M. & O. R. R. Branches----	6,000	293,875	1,763 25
Sou. R. R., Main Line-----	8,500	1,889,974	11,339 84
Sou. R. R., Okolona Div. and Meridian Sub.-Div--	4,000	128,450	770 70
M. & C. R. R.-----	12,000	432,220	2,593 32
Ala. Great Southern R. R.---	15,000	318,855	1,913 13
N. O. & N. E. R. R.-----	11,000	1,984,945	11,909 67
Alabama & Vicksburg R. R.---	10,000	1,658,315	9,949 89
L. & N. R. R.-----	15,000	1,203,668	7,222 00
G. & S. I. R. R., Main Line--	8,500	2,121,651	12,729 90
G. & S. I. R. R., Branches---	4,500		
M., J. & K. C. R. R., \$2,000 and-----	5,000	711,556	4,269 33
K. C., M. & B. R. R., Frisco System-----	10,000	1,473,100	8,838 60
G. & C. R. R.-----	2,500	152,265	913 59
Mississippi Central R. R.---	4,000	236,529	1,419 17
N. C. & M. R. R.-----	2,700	62,950	377 70
N. O. & N. W. R. R., Nat- chez Southern-----	4,500	15,036	90 21
Sardis & Delta R. R.-----	3,600	46,850	281 10
Sunflower & Eastern R. R.---	3,500	14,446	86 67
Pasca. St. Ry. & Power Co--	5,725	86,100	516 60
B. & P. R. R. R.-----	-----	6,868	41 20
Fernwood & Gulf R. R.-----	-----	-----	-----
Total-----	-----	\$36,316,800	\$217,900 73

RECAPITULATION OF ASSESSMENTS FOR THE YEAR 1904
DIVIDED INTO COUNTIES, SHOWING THE STATE TAX
AS ASSESSED BY THE RAILROAD COMMISSION ON ALL
CORPORATIONS COMING UNDER THE SUPERVISION
OF THE STATE RAILROAD COMMISSION AS STATE
TAX ASSESSORS.

ADAMS COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., N., J. & C. Divisions.....	\$ 134,782	\$ 808 69
Natchez & Southern R. R.....	15,036	90 21
American Express Co.....	423	2 53
Southern Express Co.....	460	2 76
Pullman Co.....	583	3 49
Western Union Telegraph Co.....	2,336	14 02
Atlantic Postal Cable & Telegraph Co....	2,678	16 07
Cumberland Telephone & Telegraph Co....	18,986	113 91
	<hr/>	<hr/>
	\$ 175,284	\$1,051 68

ALCORN COUNTY.

M. & O. R. R.....	\$ 231,355	\$1,388 13
Memphis & Charleston, Southern Ry.....	215,790	1,294 74
Southern Express Co.....	455	2 73
Pullman Co.....	1,866	11 19
Western Union Telegraph Co.....	4,898	29 39
Cumberland Telephone Co.....	10,570	63 42
Southwestern Telegraph & Telephone Co..	130	78
	<hr/>	<hr/>
	\$ 465,064	\$2,790 38

AMITE COUNTY.

Y. & M. V. R. R., Main Line.....	\$ 261,780	\$1,570 68
American Express Co.....	121	68
Pullman Co.....	724	4 34
Atlantic Postal Cable & Telegraph Co....	6,192	37 15
Cumberland Telephone Co.....	6,758	40 54
	<hr/>	<hr/>
	\$ 275,575	\$1,653 39

ATTALA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Illinois Central, Kosciusko Branch.....	\$ 303,424	\$1,820 54
American Express Co.....	120	72
Atlantic Postal Cable & Telegraph Co.....	2,230	13 38
Cumberland Telephone Co.....	2,800	16 80
	<hr/>	<hr/>
	\$ 313,740	\$1,882 43

BENTON COUNTY.

I. C., Main Line.....	\$ 174,425	\$1,046 85
K. C., M. & B., Frisco.....	102,075	612 45
American Express Co.....	2	01
Southern Express Co.....	26	15
Pullman Co.....	1,769	10 61
Western Union Telegraph Co.....	3,010	18 06
Atlantic Postal Cable & Telegraph Co.....	1,386	8 32
Southern Telegraph & Telephone Co.....	245	1 47
	<hr/>	<hr/>
	\$ 282,938	\$1,697 92

BOLIVAR COUNTY.

Southern Ry. Co.....	\$ 148	\$ 0 88
Y. & M. V., Main Line.....	709,160	4,254 96
Y. & M. V., Rosedale & Roundaway Dist..	115,470	692 82
Y. & M. V., Riverside Division.....	523,722	3,142 33
American Express Co.....	253	1 51
Pullman Co.....	1,935	11 61
Atlantic Postal Cable & Telegraph Co....	15,907	95 45
Cumberland Telephone Co.....	18,991	113 94
	<hr/>	<hr/>
	\$1,385,438	\$8,313 50

COVINGTON COUNTY.

G. & S. I., Main Line.....	\$ 257,065	\$1,542 39
Pearl & Leaf River, Miss. Central.....	76,087	456 52
Southern Express Co.....	54	32
Pullman Co.....	595	3 57
Western Union Telegraph Co.....	2,892	17 35
	<hr/>	<hr/>
	\$ 336,693	\$2,020 15

COPIAH COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 650,280	\$3,901 68
Y. & M. V., N., J. & C. Division.....	38,100	228 60
American Express Co.....	96	57
Pullman Co.....	2,710	16 26
Western Union Telegraph Co.....	11,985	71 91
Cumberland Telephone Co.....	13,034	78 19
	<hr/>	<hr/>
	\$ 716,205	\$4,297 21

COAHOMA COUNTY.

Y. & M. V. R. R., Main Line.....	\$ 500,392	\$3,002 35
Y. & M. V. R. R., Lake Cormorant & Grenada District.....	5,175	31 05
Y. & M. V. R. R., Tallahassee & Yazoo District.....	132,637	795 82
Y. & M. V. R. R., Rosedale & Roundaway District.....	41,910	251 46
Y. & M. V. R. R., Riverside Division.....	263,805	1,582 83
Y. & M. V. R. R., Helena District.....	125,135	750 81
American Express Co.....	527	3 16
Pullman Co.....	1,320	7 92
Atlantic Postal Cable & Telegraph Co.....	12,541	75 25
Cumberland Telephone Co.....	20,650	123 90
	<hr/>	<hr/>
	\$1,104,092	\$6,624 55

CLAY COUNTY.

M. & O., Main Line.....	\$ 169,045	\$1,014 27
Southern, Main Line.....	285,372	1,712 23
I. C., K. C., A. & N. Branches.....	76,813	460 87
American Express Co.....	169	1 01
Southern Express Co.....	537	3 22
Pullman Co.....	2,152	12 91
Western Union Telegraph Co.....	6,975	41 85
Atlantic Postal Cable & Telegraph Co.....	2,392	14 35
Citizens Long Distance Telephone Co.....	460	2 76
Starkville Telephone Co.....	112	67
	<hr/>	<hr/>
	\$ 544,027	\$3,264 14

CLARKE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M. & O. R. R., Main Line.....	\$ 367,970	\$2,217 82
N. O. & N. E., Main Line.....	242,100	1,452 60
Southern Express Co.....	173	1 03
Pullman Co.....	3,871	23 22
Western Union Telegraph Co.....	6,679	40 07
	<hr/>	<hr/>
	\$ 620,792	\$3,734 74

CLAIBORNE COUNTY.

Y. & M. V. R. R., Main Line.....	\$ 325,385	\$1,952 31
Y. & M. V. R. R., N., J. & C. Division...	172,540	1,035 24
American Express Co.....	74	44
Pullman Co.....	889	5 33
Western Union Telegraph Co.....	3,473	20 84
Atlantic Postal Cable & Telegraph Co....	6,411	38 47
Cumberland Telephone Co.....	7,558	45 34
	<hr/>	<hr/>
	\$ 516,330	\$3,097 97

CHOCTAW COUNTY.

I. C., Kos. & C. A. & N. Branch.....	\$ 129,680	\$ 778 08
American Express Co.....	45	27
Central Mississippi Telephone Co.....	875	5 25
	<hr/>	<hr/>
	\$ 130,600	\$ 783 60

CHICKASAW COUNTY.

M. & O. R. R., Main Line.....	\$ 174,150	\$1,044 90
Southern Express Co.....	264	1 57
Pullman Co.....	870	5 22
Western Union Telegraph Co.....	2,151	12 91
Williams Bros. Telephone Co.....	550	3 30
	<hr/>	<hr/>
	\$ 177,985	\$1,067 90

CARROLL COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 223,432	\$1,340 59
Southern Ry., Main Line.....	166,251	997 50
Y. & M. V., L. Cormorant & Grenada Dist.	43,809	262 85
American Express Co.....	32	19
Southern Express Co.....	85	51
Pullman Co.....	2,253	13 51
Western Union Telegraph Co.....	7,821	46 93
Atlantic Postal Cable & Telegraph Co....	506	3 04
Cumberland Telephone Co.....	8,641	51 84
	<hr/>	<hr/>
	\$ 452,830	\$2,716 96

DESOTO COUNTY.

I. C., Main Line.....	\$ 306,185	\$1,837 11
K. C., M. & B., Frisco System.....	114,100	684 60
Y. & M. V., Main Line.....	210,250	1,261 50
Y. & M. V., L. Cormorant & Grenada Dist.	23,437	140 62
American Express Co.....	35	21
Southern Express Co.....	76	45
Pullman Co.....	3,262	19 57
Western Union Telegraph Co.....	7,663	45 98
Atlantic Postal Cable & Telegraph Co....	5,337	32 02
Cumberland Telephone Co.....	9,742	58 45
	<hr/>	<hr/>
	\$ 680,087	\$4,080 51

FRANKLIN COUNTY.

Y. & M. V., Main Line.....	\$ 338,912	\$2,033 47
American Express Co.....	79	47
Pullman Co.....	949	5 69
Atlantic Postal Cable & Telegraph Co....	7,724	46 34
Cumberland Telephone Co.....	2,967	17 80
	<hr/>	<hr/>
	\$ 350,631	\$2,103 77

GREENE COUNTY.

M., J. & K. C. R. R., Main Line.....	\$ 132,035	\$ 792 21
M. & O., Main Line.....	44,970	269 82
Southern Express Co.....	61	36
Pullman Co.....	230	1 38
Western Union Telegraph Co.....	232	1 39
	<hr/>	<hr/>
	\$ 177,528	\$1,065 16

GRENADA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 373,990	\$2,243 94
Y. & M. V., L. Cormorant & Grenada Dist.	157,103	942 61
American Express Co.....	270	1 62
Pullman Co.....	2,332	13 99
Western Union Telegraph Co.....	6,151	36 91
Atlantic Postal Cable & Telegraph Co....	1,265	7 59
Cumberland Telephone Co.....	9,375	56 25
Co-operative Telephone Co.....	225	1 35
	<hr/>	<hr/>
	\$ 550,711	\$3,304 26

HINDS COUNTY.

G. & S. I. R. R., Main Line.....	\$ 21,100	\$ 126 60
A. & V.....	373,165	2,238 99
I. C., Main Line.....	698,312	4,189 87
Y. & M. V., Tallahassee & Yazoo Dist....	139,811	838 86
Y. & M. V., N. J. & C. Divisions.....	340,965	2,045 79
American Express Co.....	806	4 84
Southern Express Co.....	914	5 48
Pullman Co.....	4,708	28 24
Western Union Telegraph Co.....	24,317	145 90
Atlantic Postal Cable & Telegraph Co....	7,691	46 15
Cumberland Telephone Co.....	43,300	259 80
	<hr/>	<hr/>
	\$1,655,089	\$9,930 52

HANCOCK COUNTY.

L. & N. R. R.....	\$ 259,007	\$1,554 04
N. O. & N. E.....	172,778	1,036 66
Southern Express Co.....	124	74
Pullman Co.....	3,616	21 69
Western Union Telegraph Co.....	9,060	54 36
Atlantic Postal Cable & Telegraph Co....	2,808	16 84
Cumberland Telephone Co.....	5,003	30 04
American Telephone Co.....	3,653	21 91
Bay Telephone Co.....	900	5 40
	<hr/>	<hr/>
	\$ 456,954	\$2,741 68

HOLMES' COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 439,322	\$2,635 93
I. C., Branch.....	15,202	91 21
Y. & M. V., Tallahassee & Yazoo Dists....	272,580	1,635 48
Y. & M. V., L. Cormorant & Grenada Dist.	195,401	1,172 40
American Express Co.....	543	3 25
Pullman Co.....	2,668	16 00
Western Union Telegraph Co.....	7,961	47 77
Atlantic Postal Cable & Telegraph Co....	5,784	34 70
Cumberland Telephone Co.....	12,267	73 60
Lexington Telephone Co.....	4,358	26 15
	<hr/>	<hr/>
	\$ 956,086	\$5,736 49

HARRISON COUNTY.

L. & N. R. R.....	\$ 453,210	\$2,719 26
G. & S. I., Main Line.....	426,550	2,559 30
Southern Express Co.....	696	4 17
Pullman Co.....	5,100	30 60
Atlantic Postal Cable & Telegraph Co....	3,859	23 16
Western Union Telegraph Co.....	16,139	96 83
Cumberland Telephone Co.....	12,542	75 25
American Telephone Co.....	7,122	42 73
Bay Telephone Co.....	300	1 80
	<hr/>	<hr/>
	\$ 925,518	\$5,553 10

ISSAQUENA COUNTY.

Y. & M. V. R. R., Main Line.....	\$ 103,695	\$ 622 17
Y. & M. V. R. R., Riverside Division....	51,280	307 68
American Express Co.....	7	04
Pullman Co.....	529	3 17
Atlantic Postal Cable & Telegraph Co....	1,388	8 33
Cumberland Telephone Co.....	9,367	56 20
	<hr/>	<hr/>
	\$ 166,266	\$ 997 59

ITAWAMBA COUNTY.

Amory & Tupelo Telephone Co.....	\$ 247	\$ 1 48
	<hr/>	<hr/>
	\$ 247	\$ 1 48

JACKSON COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
L. & N. R. R.-----	\$ 476,040	\$2,856 24
Pascagoula St. Ry. & Power Co.-----	100,434	602 60
M., J. & K. C.-----	50,887	305 32
Southern Express Co.-----	243	1 45
Pullman Co.-----	4,426	26 55
Western Union Telegraph Co.-----	10,774	64 64
Atlantic Postal Cable & Telegraph Co.---	4,120	24 72
Cumberland Telephone Co.-----	9,908	59 45
American Telephone Co.-----	7,069	42 41
	<hr/>	<hr/>
	\$ 663,901	\$3,983 38

JASPER COUNTY.

N. O. & N. E. R. R.-----	\$ 138,947	\$ 833 68
Southern Express Co.-----	17	12
Pullman Co.-----	1,141	6 84
Western Union Telegraph Co.-----	1,887	11 32
	<hr/>	<hr/>
	\$ 141,992	\$ 851 96

JEFFERSON COUNTY.

Y. & M. V. R. R., Main Line-----	\$ 317,592	\$1,905 55
Y. & M. V. R. R., N. J. & C. Div.-----	234,245	1,405 47
American Express Co.-----	425	2 55
Pullman Co.-----	1,497	8 98
Western Union Telegraph Co.-----	3,656	21 94
Atlantic Postal Cable & Telegraph Co.---	6,078	36 47
Cumberland Telephone Co.-----	7,867	47 20
	<hr/>	<hr/>
	\$ 571,360	\$3,428 16

JONES COUNTY.

G. & S. I., Main Line-----	\$ 7,225	\$ 43 35
G. & S. I., Laurel Branch-----	88,725	532 35
M., J. & K. C.-----	111,162	666 97
N. O. & N. E.-----	395,376	2,372 25
Southern Express Co.-----	298	1 78
Pullman Co.-----	3,080	18 48
Western Union Telegraph Co.-----	7,548	45 29
Cumberland Telephone Co.-----	7,133	42 79
	<hr/>	<hr/>
	\$ 620,547	\$3,723 26

KEMPER COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M. & O., Main Line.....	\$ 330,645	\$1,983 87
Southern Express Co.....	62	37
Pullman Co.....	1,758	10 54
Western Union Telegraph Co.....	4,204	25 22
Macon Electric Telephone Co.....	813	4 87
	<hr/>	<hr/>
	\$ 337,482	\$2,024 87

LEFLORE COUNTY.

Y. & M. V. R. R., Tallahassee & Yazoo Districts.....	\$ 334,822	\$2,008 89
Y. & M. V. R. R., L. Cormorant & Grenada Districts.....	79,190	475 14
Southern, Main Line.....	195,230	1,191 38
Southern, Tal. Branch.....	144,075	864 45
American Express Co.....	227	1 36
Southern Express Co.....	388	2 32
Pullman Co.....	908	5 44
Western Union Telegraph Co.....	6,075	36 45
Atlantic Postal Cable & Telegraph Co.....	4,563	27 38
Cumberland Telephone Co.....	11,558	69 34
	<hr/>	<hr/>
	\$ 781,137	\$4,682 15

LINCOLN COUNTY.

I. C., Main Line.....	\$ 607,990	\$3,647 94
I. C., M., B. & N. Division.....	15,580	93 48
I. C., Brookhaven to Monticello.....	23,650	141 93
N. C. & M. R. R.....	44,900	269 40
American Express Co.....	177	1 06
Pullman Co.....	2,453	14 71
Western Union Telegraph Co.....	11,338	68 03
Cumberland Telephone Co.....	13,108	78 64
	<hr/>	<hr/>
	\$ 719,201	\$4,315 19

LEE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M. & O., Main Line.....	\$ 388,965	\$2,333 79
K. C., M. & B. R. R., Frisco.....	230,695	1,384 17
Southern Express Co.....	642	3 85
Pullman Co.....	3,397	20 38
Atlantic Postal Cable & Telegraph Co....	3,985	23 91
Western Union Telegraph Co.....	8,024	48 14
Cumberland Telephone Co.....	7,650	45 90
Booneville Telephone Co.....	326	1 96
Tupelo & Pontotoc Telephone Co.....	170	1 02
Amory & Tupelo Telephone Co.....	337	2 03
	<hr/>	<hr/>
	\$ 644,191	\$3,865 15

LEAKE COUNTY.

Cumberland Telephone Co.....	\$ 2,158	\$ 12 94
Mutual Telephone Co.....	232	1 39
	<hr/>	<hr/>
	\$ 2,390	\$ 14 33

LAWRENCE COUNTY.

N. C. & M., Main Line.....	\$ 8,000	\$ 48 00
Pearl & Leaf River R. R.....	52,917	317 50
I. C. R. R., Brookhaven to Monticello Br..	6,340	38 04
Southern Express Co.....	2	01
Cumberland Telephone Co.....	1,750	10 50
	<hr/>	<hr/>
	\$ 69,009	\$ 414 05

LAUDERDALE COUNTY.

Ala. Great So. R. R.....	\$ 313,300	\$1,879 80
A. & V.....	186,055	1,116 03
N. O. & N. E.....	254,727	1,528 36
M. & O. R. R.....	488,140	2,928 84
Southern, Meridian Sub-Division.....	6,365	38 19
Southern Express Co.....	1,448	8 68
Pullman Co.....	6,431	35 58
Western Union Telegraph Co.....	15,238	91 43
Atlantic Postal Cable & Telegraph Co....	6,745	40 47
Cumberland Telephone Co.....	22,625	135 75
	<hr/>	<hr/>
	\$1,301,074	\$7,803 13

LAMAR COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
N. O. & N. E.-----	\$ 272,356	\$1,634 13
P. & L., Miss. Central-----	74,110	444 66
G. & S. I., Columbia Branch-----	79,590	477 54
Southern Express Co.-----	84	50
Pullman Co.-----	2,156	12 93
Western Union Telegraph Co.-----	3,507	21 04
Cumberland Telephone Co.-----	1,225	7 35
	<hr/>	<hr/>
	\$ 433,028	\$2,598 15

LAFAYETTE COUNTY.

I. C. R. R., Main Line-----	\$ 435,542	\$2,613 25
American Express Co.-----	57	34
Pullman Co.-----	2,846	17 07
Western Union Telegraph Co.-----	4,576	27 46
Cumberland Telephone Co.-----	2,058	12 34
Oxford Telephone Co.-----	1,360	8 16
Ala., Miss. & Tenn. Telephone Co.-----	136	81
	<hr/>	<hr/>
	\$ 446,575	\$2,679 43

LOWNDES COUNTY.

M. & O. R. R., Main Line-----	\$ 208,407	\$1,250 32
M. & O. R. R., Montgomery Ex.-----	65,930	395 58
M. & O. R. R., Columbus Br.-----	148,540	891 24
M. & O. R. R., Starkville Br.-----	15,300	91 80
Southern Ry., Main Line-----	174,133	1,044 79
Southern Express Co.-----	894	5 36
Pullman Co.-----	1,862	11 17
Western Union Telegraph Co.-----	10,400	62 40
Atlantic Postal Cable & Tel. Co.-----	792	4 75
Cumberland Telephone Co.-----	4,683	28 09
Citizens Long Distance Tel. Co.-----	6,946	41 67
Starkville Telephone Co.-----	23	15
	<hr/>	<hr/>
	\$ 637,910	\$3,827 30

MADISON COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., Tal. and Yazoo Dists.....	\$ 81,344	\$ 488 06
I. C., Main Line.....	459,410	2,756 46
American Express Co.....	622	3 72
Pullman Co.....	2,686	16 11
Western Union Telegraph Co.....	10,252	61 51
Atlantic Postal Cable & Tel. Co.....	917	5 50
Cumberland Telephone Co.....	16,708	100 24
	<hr/>	<hr/>
	\$ 571,939	\$3,431 61

MARION COUNTY.

G. & S. I., Columbia Branch.....	\$ 78,110	\$ 468 66
Southern Express Co.....	47	28
Columbia Telephone Co.....	1,500	9 00
Western Union Telegraph Co.....	1,714	18 46
	<hr/>	<hr/>
	\$ 81,371	\$ 496 40

MARSHALL COUNTY.

I. C. R. R.....	\$ 399,262	\$2,395 57
K. C., M. & B., Frisco.....	333,385	2,000 31
American Express Co.....	5	03
Southern Express Co.....	411	2 46
Pullman Co.....	4,530	27 18
Western Union Telegraph Co.....	10,000	60 00
Atlantic Postal Cable & Tel. Co.....	5,029	30 17
Cumberland Telephone Co.....	10,600	63 60
Southern Telephone Co.....	160	96
	<hr/>	<hr/>
	\$ 763,382	\$4,580 28

MONROE COUNTY.

K. C., M. & B., Frisco.....	\$ 407,800	\$2,446 80
I. C., Branch.....	98,601	591 60
M. & O., Aberdeen Branch.....	86,487	518 92
M. & O., Main Line.....	221,450	1,328 70
American Express Co.....	73	43
Southern Express Co.....	429	2 57
Pullman Co.....	2,943	17 65
Western Union Telegraph Co.....	9,208	55 25
Atlantic Postal Cable & Tel. Co.....	8,106	48 64
Citizens Long Distance Tel. Co.....	2,553	15 31
Amory & Tupelo Tel. Co.....	1,864	11 18
	<hr/>	<hr/>
	\$ 839,515	\$5,037 05

MONTGOMERY COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 310,930	\$1,865 58
Southern, Main Line.....	226,972	1,361 83
American Express Co.....	335	2 01
Southern Express Co.....	357	2 14
Pullman Co.....	2,998	17 98
Western Union Telegraph Co.....	9,440	56 64
Cumberland Telephone Co.....	7,517	45 10
	<hr/>	<hr/>
	\$ 558,549	\$3,351 28

NEWTON COUNTY.

A. & V. R. R.....	\$ 255,805	\$1,534 83
Southern Express Co.....	139	83
Pullman Co.....	1,388	8 32
Western Union Telegraph Co.....	3,472	20 83
Atlantic Postal Cable & Tel. Co.....	3,731	22 39
Cumberland Telephone Co.....	3,450	20 70
	<hr/>	<hr/>
	\$ 267,985	\$1,607 90

NOXUBEE COUNTY.

M. & O., Main Line.....	\$ 330,988	\$1,985 92
Southern Express Co.....	293	1 75
Pullman Co.....	1,719	10 31
Western Union Telegraph Co.....	4,084	24 50
Macon Electric Telephone Co.....	5,382	32 29
Citizens Long Distance Telephone Co.....	55	33
Starkville Telephone Co.....	15	09
	<hr/>	<hr/>
	\$ 342,536	\$2,055 19

OKTIBBEHA COUNTY.

I. C., K. & C. and A. & N. Divisions.....	\$ 229,261	\$1,375 56
M. & O., Starkville Branch.....	87,770	526 62
Southern, Main Line.....	10,818	64 90
American Express Co.....	47	28
Southern Express Co.....	130	78
Pullman Co.....	46	27
Western Union Telegraph Co.....	1,224	7 34
Citizens Long Distance Telephone Co.....	125	75
Starkville Telephone Co.....	2,505	15 03
	<hr/>	<hr/>
	\$ 331,926	\$1,991 53

PRENTISS COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M. & O., Main Line.....	\$ 230,655	\$1,383 93
Southern Express Co.....	41	24
Pullman Co.....	1,228	7 36
Western Union Telegraph Co.....	3,029	18 17
Cumberland Telephone Co.....	4,392	26 35
Boone & Tupelo Tel. Co.....	120	72
Booneville Telephone Co.....	415	2 49
	<hr/>	<hr/>
	\$ 239,880	\$1,439 26

PONTOTOC COUNTY.

M., J. & K. C., G. & C.....	\$ 26,191	\$ 157 14
K. C., M. & B., Frisco.....	21,160	126 96
Southern Express Co.....	62	37
Pullman Co.....	127	76
Western Union Telegraph Co.....	328	1 96
Atlantic Postal Cable & Tel. Co.....	208	12 47
Pontotoc & Tupelo Telephone Co.....	890	5 34
Southern Telephone Co.....	1,362	8 17
Southwestern Telephone Co.....	120	72
Ala., Miss. & Tenn. Telephone Co.....	1,044	6 26
	<hr/>	<hr/>
	\$ 51,491	\$ 320 15

PIKE COUNTY.

I. C., Main Line.....	\$ 725,190	\$4,351 14
American Express Co.....	325	1 95
Pullman Co.....	2,556	15 33
Western Union Telegraph Co.....	11,728	70 37
Cumberland Telephone Co.....	2,833	16 99
Home Telephone Co.....	9,050	54 30
	<hr/>	<hr/>
	\$ 751,682	\$4,510 08

PEARL RIVER COUNTY.

N. O. & N. E. R. R.....	\$ 306,951	\$1,841 70
G. & S. I. R. R., Columbia Branch.....	22,500	135 00
Southern Express Co.....	4	02
Pullman Co.....	2,453	14 71
Cumberland Telephone Co.....	5,400	32 40
Western Union Telegraph Co.....	3,492	20 95
	<hr/>	<hr/>
	\$ 340,780	\$2,044 78

PANOLA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 456,845	\$2,741 07
Y. & M. V., L. Corm. & Grenada Dist....	52,754	316 52
Sardis & Delta R. R.....	46,850	281 10
American Express Co.....	130	78
Pullman Co.....	2,935	17 61
Western Union Telegraph Co.....	7,683	46 09
Cumberland Telephone Co.....	13,550	81 30
Rural Telephone Co.....	1,000	6 00
	<hr/>	<hr/>
	\$ 581,747	\$3,490 46

QUITMAN COUNTY.

Y. & M. V., L. Corm. & Grenada Dist....	\$ 237,451	\$1,424 70
American Express Co.....	44	26
Atlantic Postal Cable & Telegraph Co ...	1,069	6 41
Cumberland Telephone Co.....	2,183	13 09
	<hr/>	<hr/>
	\$ 240,747	\$1,444 46

RANKIN COUNTY.

A. & V. R. R.....	\$ 318,615	\$1,911 69
G. & S. I., Main Line.....	182,132	1,092 79
Southern Express Co.....	46	27
Pullman Co.....	2,113	12 67
Western Union Telegraph Co.....	6,448	38 69
Atlantic Postal Cable & Telegraph Co....	5,127	30 76
Cumberland Telephone Co.....	3,492	20 95
	<hr/>	<hr/>
	\$ 517,973	\$3,107 82

SCOTT COUNTY.

A. & V. R. R.....	\$ 265,940	\$1,595 64
Southern Express Co.....	152	91
Pullman Co.....	1,391	8 34
Western Union Telegraph Co.....	3,587	21 52
Atlantic Postal Cable & Tel. Co.....	3,764	22 58
Cumberland Telephone Co.....	3,958	23 74
Mutual Telephone Co.....	273	1 63
	<hr/>	<hr/>
	\$ 279,065	\$1,674 34

SHARKEY COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., Main Line.....	\$ 532,230	\$3,193 38
Y. & M. V., Riverside Division.....	23,595	141 57
Atlantic Postal Cable & Tel. Co.....	5,558	33 35
American Express Co.....	89	53
Cumberland Telephone Co.....	6,417	38 50
Pullman Co.....	1,010	6 06
	<hr/>	<hr/>
	\$ 568,899	\$3,413 39

SIMPSON COUNTY.

G. & S. I., Main Line.....	\$ 254,237	\$1,525 42
G. & S. I., Laurel Branch.....	16,800	100 80
G. & S. I., Silver Creek Branch.....	46,875	281 25
Southern Express Co.....	15	09
Pullman Co.....	574	3 44
Western Union Telegraph Co.....	3,458	20 75
	<hr/>	<hr/>
	\$ 321,959	\$1,931 75

SMITH COUNTY.

G. & S. I., Laurel Branch.....	\$ 95,350	\$ 572 10
Southern Express Co.....	6	03
Western Union Telegraph Co.....	2,167	13 00
	<hr/>	<hr/>
	\$ 97,523	\$ 585 13

SUNFLOWER COUNTY.

Y. & M. V., Rosedale & Roundaway Dists..	\$ 17,120	\$ 102 72
Y. & M. V., L. Corm. & Grenada Dist....	431,799	2,590 79
Southern, Main Line.....	173,500	1,041 00
Sunflower & Eastern R. R.....	5,943	32 65
American Express Co.....	126	75
Southern Express Co.....	212	1 27
Pullman Co.....	808	4 84
Western Union Telegraph Co.....	3,454	20 72
Atlantic Postal Cable & Tel. Co.....	1,339	8 04
Cumberland Telephone Co.....	6,575	39 45
	<hr/>	<hr/>
	\$ 640,876	\$3,842 23

TALLAHATCHIE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C. R. R.....	\$ 94,385	\$ 566 31
Southern, Tal. Branch.....	71,020	426 12
Y. & M. V., Tal. and Yazoo Districts.....	225,027	1,350 16
Y. & M. V., L. Corm. & Grenada Dists.....	63,093	378 55
Atlantic Postal Cable & Tel. Co.....	3,786	22 72
Western Union Telegraph Co.....	2,638	15 83
American Express Co.....	51	30
Southern Express Co.....	21	12
Pullman Co.....	635	3 81
Cumberland Telephone Co.....	5,342	32 05
Harrison Telephone Co.....	70	42
Sunflower & Eastern R. R.....	2,000	12 00
	<hr/>	<hr/>
	\$ 468,068	\$2,808 39

TATE COUNTY.

I. C., Main Line.....	\$ 187,590	\$1,125 54
Y. & M. V., L. Corm. & Grenada Dists....	51,881	311 28
American Express Co.....	59	35
Pullman Co.....	1,224	7 34
Western Union Telegraph Co.....	3,404	20 42
Cumberland Telephone Co.....	4,125	24 75
	<hr/>	<hr/>
	\$ 248,283	\$1,489 68

TIPPAH COUNTY.

M., J. & K. C., G. & C.....	\$ 82,183	\$ 493 09
Southern Express Co.....	40	24
Southwestern Telephone Co.....	810	4 86
Ala., Miss. & Tenn. Telephone Co.....	340	2 04
	<hr/>	<hr/>
	\$ 83,373	\$ 500 23

TISHOMINGO COUNTY.

M. & O. R. R.....	\$ 4,250	\$ 25 50
Southern, M. & C.....	215,775	1,294 65
Southern Express Co.....	84	50
Pullman Co.....	689	4 13
Western Union Telegraph Co.....	6,850	41 15
Cumberland Telephone Co.....	3,650	21 90
	<hr/>	<hr/>
	\$ 231,298	\$1,387 83

TUNICA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., Main Line.....	\$ 479,200	\$2,875 20
Y. & M. V., L. Corm. & Grenada Dist....	134,045	804 27
Y. & M. V., Helena District.....	4,075	24 45
American Express Co.....	35	21
Pullman Co.....	1,310	7 86
Atlantic Postal Cable & Tel. Co.....	7,120	42 72
Cumberland Telephone Co.....	11,142	66 85
	<hr/>	<hr/>
	\$ 636,927	\$3,821 56

UNION COUNTY.

K. C., M. & B., Frisco.....	\$ 262,835	\$1,577 01
M., J. & K. C., G. & C.....	41,716	250 29
Southern Express Co.....	123	73
Pullman Co.....	1,605	9 63
Western Union Telegraph Co.....	4,042	24 25
Atlantic Postal Cable & Telegraph Co....	3,650	21 91
Southwestern Telephone Co.....	965	5 79
Ala., Miss. & Tenn. Telephone Co.....	174	1 04
	<hr/>	<hr/>
	\$ 315,110	\$1,890 65

WEBSTER COUNTY.

Southern, Main Line.....	\$ 209,391	\$1,256 34
Southern Express Co.....	119	71
Pullman Co.....	995	5 97
Western Union Telegraph Co.....	3,670	22 02
Co-operative Telephone Co.....	175	1 05
	<hr/>	<hr/>
	\$ 214,350	\$1,285 09

WAYNE COUNTY.

M. & O. R. R., Main Line.....	\$ 395,085	\$2,370 51
Southern Express Co.....	48	28
Pullman Co.....	2,072	12 43
Western Union Telegraph Co.....	4,966	29 79
	<hr/>	<hr/>
	\$ 402,171	\$2,413 01

WASHINGTON COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Southern, Main Line.....	\$ 192,885	\$1,157*31
Southern, Deer Creek Branch.....	133,089	798 53
Y. & M. V., Riverside Division.....	637,725	3,826 35
Y. & M. V., L. Com. & Grenada District..	70,524	423 14
Y. & M. V., Main Line.....	527,067	3,162 40
American Express Co.....	1,809	10 85
Southern Express Co.....	583	3 49
Pullman Co.....	2,982	17 89
Western Union Telegraph Co.....	6,009	36 05
Atlantic Postal Cable & Telegraph Co....	13,330	80 00
Cumberland Telephone Co.....	25,258	151 54
	<hr/>	<hr/>
	\$1,611,261	\$9,667 55

WARREN COUNTY.

A. & V. R. R.....	\$ 247,435	\$1,484 61
Y. & M. V., Main Line.....	726,085	4,356 51
American Express Co.....	1,366	8 19
Southern Express Co.....	1,047	6 28
Pullman Co.....	2,242	13 45
Western Union Telegraph Co.....	3,202	19 21
Atlantic Postal Cable & Telegraph Co....	12,830	76 98
Cumberland Telephone Co.....	48,367	290 20
Vicksburg & Yazoo County Telephone Co.	780	4 68
	<hr/>	<hr/>
	\$1,045,389	\$6,272 32

WILKINSON COUNTY.

Y. & M. V., Main Line.....	\$ 179,125	\$1,074 75
Y. & M. V., Bayou Sara District.....	58,420	350 52
American Express Co.....	98	58
Pullman Co.....	473	2 83
Atlantic Postal Cable & Telegraph Co....	2,025	12 15
Cumberland Telephone Co.....	8,517	51 10
	<hr/>	<hr/>
	\$ 248,658	\$1,491 93

YALOBUSHA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 706,415	\$4,238 49
American Express Co.....	122	73
Pullman Co.....	4,008	24 04
Western Union Telegraph Co.....	7,927	47 56
Cumberland Telephone Co.....	10,600	63 60
Blounts Mineral Well Telephone Co.....	230	1 38
	<hr/>	<hr/>
	\$ 729,302	\$4,375 80

YAZOO COUNTY.

I. C., Main Line.....	\$ 153,902	\$ 923 41
Y. & M. V., Tal. & Yazoo District.....	342,083	2,052 49
American Express Co.....	472	2 83
Pullman Co.....	1,015	6 09
Western Union Telegraph Co.....	6,473	38 83
Atlantic Postal Cable & Telegraph Co....	3,679	22 07
Cumberland Telephone Co.....	9,750	58 50
Mutual Telephone Co.....	5,950	35 70
Vicksburg & Yazoo Telephone Co.....	1,110	6 66
	<hr/>	<hr/>
	\$ 524,434	\$3,146 58

RECAPITULATION OF ASSESSMENTS FOR THE YEAR
1905, DIVIDED INTO COUNTIES, SHOWING THE STATE
TAX AS ASSESSED BY THE RAILROAD COMMISSION
ON ALL CORPORATIONS COMING UNDER THE SUP-
ERVISION OF THE STATE RAILROAD COMMISSION AS
STATE TAX ASSESSORS.

ALCORN COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M. & O.....	\$ 231,355	\$1,388 13
Southern, M. & C.....	206,620	1,239 72
Pullman Co.....	1,847	11 28
Southern Express Co.....	505	3 03
Western Union Telegraph Co.....	4,959	29 75
Cumberland Telephone Co.....	12,333	73 99
Southwestern Telephone Co.....	140	84
	<hr/>	<hr/>
	\$ 457,759	\$2,746 74

ADAMS COUNTY.

Y. & M. V., N. J. & C. Division.....	\$ 134,782	\$ 808 69
Natchez & Southern.....	15,036	90 21
Pullman Co.....	583	10 98
American Express Co.....	451	2 70
Southern Express Co.....	465	2 79
Western Union Telegraph Co.....	2,400	14 40
Cumberland Telephone Co.....	22,631	135 78
Atlantic Postal Cable & Telegraph Co....	3,295	19 77
	<hr/>	<hr/>
	\$ 179,643	\$1,088 32

AMITE COUNTY.

Y. & M. V., Main Line.....	\$ 261,897	\$1,571 38
Liberty-White.....	63,350	380 10
Pullman Co.....	724	4 34
American Express Co.....	108	64
Cumberland Telephone Co.....	7,108	42 64
Atlantic Postal Cable & Telegraph Co....	4,242	25 45
	<hr/>	<hr/>
	\$ 337,429	\$2,024 35

ATTALA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., K. B. & C. A. & N. Division.....	\$ 303,597	\$1,821 58
Cumberland Telephone Co.....	5,606	33 63
Atlantic Postal Cable & Telegraph Co.....	4,084	24 51
American Express Co.....	115	69
	<hr/>	<hr/>
	\$ 313,652	\$1,881 91

BOLIVAR COUNTY.

Y. & M. V., Main Line.....	\$ 710,047	\$4,260 28
Y. & M. V., Riverside Division.....	512,825	3,076 95
Y. & M. V., Rosedale to Dockery Br.....	115,500	693 00
Southern, Main Line.....	148	88
Pullman Co.....	1,935	11 61
American Express Co.....	252	1 51
Cumberland Telephone Co.....	25,100	150 60
Atlantic Postal Cable & Telegraph Co.....	170,338	102 23
	<hr/>	<hr/>
	\$1,382,845	\$8,297 06

BENTON COUNTY.

I. C., Main Line.....	\$ 174,510	\$1,047 06
K. C., M. & B., Frisco.....	101,735	610 41
Pullman Co.....	1,955	11 73
American Express Co.....	3	02
Southern Express Co.....	1	01
Western Union Telegraph Co.....	2,466	14 79
Cumberland Telephone Co.....	405	2 43
Southwestern Telephone Co.....	180	1 08
	<hr/>	<hr/>
	\$ 281,255	\$1,687 53

CALHOUN COUNTY.

Southern, Okolona Division.....	\$ 10,925	\$ 65 55
Blounts Mineral Well Telephone Co.....	137	82
	<hr/>	<hr/>
	\$ 11,062	\$ 66 37

COPIAH COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 651,697	\$3,910 18
Y. & M. V., N. J. & C. Division.....	38,100	228 60
Pullman Co.....	2,881	17 28
American Express Co.....	242	1 45
Cumberland Telephone Co.....	16,034	96 20
Western Union Telegraph Co.....	11,918	71 50
	<hr/>	<hr/>
	\$ 720,872	\$4,325 21

COVINGTON COUNTY.

G. & S. I., Main Line.....	\$ 257,065	\$1,542 39
Mississippi Central.....	76,597	1,542 39
Southern Express Co.....	79	47
Western Union Telegraph Co.....	1,892	11 35
	<hr/>	<hr/>
	\$ 335,633	\$2,013 79

COAHOMA COUNTY.

Y. & M. V., Main Line.....	\$ 503,842	\$3,023 05
Y. & M. V., Lake Cormorant & Greenwood District.....	5,175	31 02
Y. & M. V., Tal. & Yazoo District.....	132,637	795 82
Y. & M. V., Mattson to Hendon Branch..	33,510	201 06
Y. & M. V. R. R., Helena District.....	125,465	752 79
Y. & M. V., Riverside Division.....	263,805	1,582 83
Pullman Co.....	1,320	7 92
American Express Co.....	567	3 40
Atlantic Postal Cable & Telegraph Co....	14,588	87 53
Cumberland Telephone Co.....	30,260	181 56
	<hr/>	<hr/>
	\$1,111,169	\$6,667 01

CARROLL COUNTY.

Y. & M. V., Lake Cormorant District....	\$ 43,809	\$ 262 85
I. C., Main Line.....	223,432	1,340 59
Southern, Main Line.....	167,242	1,003 45
Pullman Co.....	127	76
American Express Co.....	26	15
Western Union Telegraph Co.....	8,160	48 96
Cumberland Telephone Co.....	9,901	59 40
Atlantic Postal Telegraph Co.....	690	4 14
	<hr/>	<hr/>
	\$ 455,711	\$2,734 24

CLARKE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M. & O.....	\$ 368,855	\$2,213 13
Miss. Eastern R. R.....	42,475	254 85
N. O. & N. E. R. R.....	242,300	1,453 80
Pullman Co.....	3,667	22 00
Southern Express Co.....	173	1 03
Western Union Telegraph Co.....	7,030	42 18
Cumberland Telephone Co.....	680	4 08
American Telephone Co.....	8,195	49 17
	<hr/>	<hr/>
	\$ 673,375	\$4,040 24

CLAY COUNTY.

Southern, Main Line.....	\$ 285,810	\$1,714 86
M. & O.....	170,375	1,022 25
I. C., K. B. & C. A. & N. Division.....	76,813	460 82
Pullman Co.....	2,117	12 70
Southern Express Co.....	628	3 76
American Express Co.....	142	85
Western Union Telegraph Co.....	7,007	42 04
Atlantic Postal Cable & Telegraph Co.....	2,392	14 35
Starkville Tel. & Power Co.....	122	75
Citizens Long Distance Telephone Co.....	455	2 73
West Point Telephone Co.....	2,000	12 00
	<hr/>	<hr/>
	\$ 547,861	\$3,287 16

CHICKASAW COUNTY.

Southern, Okolona Division.....	\$ 114,755	\$ 688 53
M. & O.....	180,305	1,081 83
Pullman Co.....	870	5 22
Southern Express Co.....	300	1 80
Western Union Telegraph Co.....	3,954	23 72
Cumberland Telephone Co.....	4,760	28 56
Citizens Long Distance Telephone Co.....	240	1 44
	<hr/>	<hr/>
	\$ 305,184	\$1,831 19

CHOCTAW COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., K. B. & C. A. & N. Division.....	\$ 130,299	\$ 781 79
American Express Co.....	36	21
Atlantic Postal Cable & Telegraph Co....	1,676	10 05
Central Miss. Telephone Co.....	705	4 23
	<hr/>	<hr/>
	\$ 132,716	\$ 796 28

CLAIBORNE COUNTY.

Y. & M. V., Main Line.....	\$ 325,435	\$1,952 61
Y. & M. V., N. J. & C. Division.....	172,540	1,035 24
Pullman Co.....	889	5 53
American Express Co.....	63	37
Atlantic Postal Cable & Telegraph Co....	5,212	31 27
Cumberland Telephone Co.....	8,688	52 12
Western Union Telegraph Co.....	3,477	20 86
	<hr/>	<hr/>
	\$ 516,304	\$3,098 00

DESOTO COUNTY.

Illinois Central.....	\$ 306,185	\$1,837 11
K. C., M. & B., Frisco.....	11,450	686 70
Y. & M. V., Main Line.....	211,300	1,267 80
Y. & M. V. R. R., Lake Cormorant & Greenwood District.....	23,437	140 62
Pullman Co.....	3,515	21 09
Southern Express Co.....	116	69
American Express Co.....	39	23
Western Union Telegraph Co.....	7,666	45 99
Atlantic Postal Cable & Telegraph Co....	5,326	31 95
Cumberland Telephone Co.....	11,897	71 38
	<hr/>	<hr/>
	\$ 683,931	\$4,103 56

FRANKLIN COUNTY.

Y. & M. V., Main Line.....	\$ 338,912	\$2,033 47
Pullman Co.....	949	5 69
American Express Co.....	68	40
Cumberland Telephone Co.....	3,320	19 92
Atlantic Postal Cable & Telegraph Co....	5,557	33 34
	<hr/>	<hr/>
	\$ 348,806	\$2,092 82

GRENADA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 388,540	\$2,331 24
Y. & M. V., Lake Cormorant & Greenwood District.....	157,573	945 43
Pullman Co.....	2,478	14 86
Atlantic Postal Cable & Telegraph Co....	2,465	14 79
Cumberland Telephone Co.....	10,530	63 18
Western Union Telegraph Co.....	6,224	37 34
American Express Co.....	404	2 42
	<hr/>	<hr/>
	\$ 568,214	\$3,409 26

GREENE COUNTY.

M. & O., Main Line.....	\$ 44,970	\$ 269 82
M., J. & K. C., Main Line.....	131,787	790 72
Pullman Co.....	230	1 38
Southern Express Co.....	101	60
Western Union Telegraph Co.....	232	1 39
	<hr/>	<hr/>
	\$ 177,320	\$1,063 91

HINDS COUNTY.

I. C., Main Line.....	\$ 699,088	\$4,194 52
Y. & M. V., Tal. & Yazoo District.....	139,811	838 86
Y. & M. V., N. J. & C. Division.....	339,490	2,036 94
G. & S. I. R. R.....	21,100	126 60
A. & V. R. R.....	373,265	2,239 59
Southern Express Co.....	1,005	6 03
American Express Co.....	570	3 42
Pullman Co.....	4,505	27 03
Western Union Telegraph Co.....	23,123	138 73
Atlantic Postal Cable & Telegraph Co....	7,102	42 61
Cumberland Telephone Co.....	48,800	292 80
	<hr/>	<hr/>
	\$1,657,859	\$9,947 13

HOLMES COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 439,322	\$2,635 93
I. C., K. B. & C. A. & N. Division.....	15,202	91 21
Y. & M. V., L. Corm. & Greenwood Dist.	195,532	1,173 19
Y. & M. V., Tal. & Yazoo District.....	272,580	1,635 48
Pullman Co.....	2,837	17 02
American Express Co.....	389	2 33
Western Union Telegraph Co.....	5,030	30 18
Atlantic Postal Cable & Telegraph Co....	5,637	33 82
Cumberland Telephone Co.....	16,907	101 44
Lexington Telephone Co.....	4,358	26 14
	<hr/>	<hr/>
	\$ 957,794	\$5,746 74

HANCOCK COUNTY.

L. & N. R. R.....	\$ 260,018	\$1,560 10
N. O. & N. E.....	175,788	1,054 72
Pullman Co.....	3,635	21 81
Southern Express Co.....	125	75
Western Union Telegraph Co.....	9,226	55 35
Atlantic Postal Cable & Telegraph Co....	2,818	16 90
Cumberland Telephone Co.....	6,968	41 80
American Telephone Co.....	7,433	44 60
	<hr/>	<hr/>
	\$ 466,011	\$2,796 03

HARRISON COUNTY.

Biloxi Railway & Power Co.....	\$ 83,100	\$ 498 60
G. & S. I. R. R., Main Line.....	430,050	2,580 30
L. & N.....	463,260	2,779 56
Pullman Co.....	4,571	27 42
Southern Express Co.....	1,044	6 26
Atlantic Postal Cable & Telegraph Co....	3,859	23 16
Cumberland Telephone Co.....	14,892	89 35
American Telephone Co.....	10,083	60 50
Western Union Telegraph Co.....	16,030	96 18
	<hr/>	<hr/>
	\$1,026,889	\$6,161 33

ISSAQUENA COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., Main Line.....	\$ 104,795	\$ 628 77
Y. & M. V., Riverside.....	51,255	307 53
Pullman Co.....	529	3 17
American Express Co.....	2	01
Atlantic Postal Cable & Telegraph Co....	1,896	11 37
Cumberland Telephone Co.....	9,000	54 00
	<hr/>	<hr/>
	\$ 167,477	\$1,004 85

JEFFERSON COUNTY.

Y. & M. V., Main Line.....	\$ 318,892	\$1,913 35
Y. & M. V., N. J. & C. Division.....	234,468	1,406 80
Pullman Co.....	1,497	8 98
American Express Co.....	407	2 44
Atlantic Postal Cable & Telegraph Co....	5,064	30 38
Cumberland Telephone Co.....	8,747	52 48
Western Union Telegraph Co.....	3,656	21 93
	<hr/>	<hr/>
	\$ 572,731	\$3,436 36

JASPER COUNTY.

M., J. & K. C. R. R., Main Line.....	\$ 69,500	\$ 417 00
N. O. & N. E.	141,749	850 49
Pullman Co.....	1,021	6 12
Southern Express Co.....	23	14
Western Union Telegraph Co.....	2,305	13 83
Cumberland Telephone Co.....	610	3 66
American Telephone Co.....	1,800	10 80
	<hr/>	<hr/>
	\$ 217,008	\$1,302 04

JACKSON COUNTY.

Biloxi St. Railway & Power Co.....	\$ 2,000	\$ 12 00
L. & N. R. R.	480,390	2,882 34
M., J. & K. C., Main Line.....	51,712	310 27
Pascagoula St. Railway & Power Co.....	86,100	516 60
Pullman Co.....	4,705	28 23
Southern Express Co.....	231	1 38
Western Union Telegraph Co.....	10,784	64 70
Atlantic Postal Cable & Telegraph Co....	4,120	24 72
Cumberland Telephone Co.....	10,858	65 14
American Telephone Co.....	10,043	60 25
	<hr/>	<hr/>
	\$ 660,943	\$3,965 63

JONES COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
N. O. & N. E. R. R.....	\$ 395,366	\$2,372 19
M., J. & K. C.....	151,497	908 98
G. & S. I., Main Line.....	7,225	43 35
G. & S. I., Laurel Branch.....	88,750	532 50
Pullman Co.....	2,746	16 47
Southern Express Co.....	616	3 69
Western Union Telegraph Co.....	8,048	48 28
Cumberland Telephone Co.....	6,320	37 92
American Telephone Co.....	4,837	29 02
	<hr/>	<hr/>
	\$ 665,405	\$3,992 40

KEMPER COUNTY.

M. & O. R. R.....	\$ 330,695	\$1,984 17
Pullman Co.....	1,758	10 54
Southern Express Co.....	95	57
Western Union Telegraph Co.....	4,205	25 23
Macon Electric Telephone Co.....	1,287	7 72
	<hr/>	<hr/>
	\$ 338,040	\$2,028 23

LAMAR COUNTY.

N. O. & N. E. R. R.....	\$ 276,343	\$1,658 05
G. & S. I., Columbia Branch.....	79,590	477 54
Miss. Central.....	74,240	445 44
Pullman Co.....	1,929	11 57
Southern Express Co.....	109	65
Western Union Telegraph Co.....	3,506	21 03
Cumberland Telephone Co.....	1,335	8 01
	<hr/>	<hr/>
	\$ 437,052	\$2,622 29

LAWRENCE COUNTY.

I. C., Brookhaven to Monticello.....	\$ 20,960	\$ 125 76
G. & S. I., Silver Creek Branch.....	55,545	335 67
Brookhaven & Pearl River.....	3,206	19 23
N. C. & M.....	10,000	60 00
Miss. Central.....	53,772	322 63
Southern Express Co.....	2	01
American Express Co.....	4	02
Cumberland Telephone Co.....	3,100	18 60
	<hr/>	<hr/>
	\$ 146,989	\$ 881 92

LINCOLN COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 593,515	\$3,561 09
I. C., M. B. & N. Division.....	18,980	113 88
I. C., Brookhaven to Monticello Div.....	27,015	162 09
Natchez, Columbia & Mobile.....	52,950	317 70
Brookhaven & Pearl River.....	3,662	21 97
Pullman Co.....	2,608	15 64
American Express Co.....	142	85
Cumberland Telephone Co.....	15,240	91 44
Western Union Telegraph Co.....	11,388	68 02
	<hr/>	<hr/>
	\$ 725,500	\$4,352 68

LOWNDES COUNTY.

Citizens Long Distance Telephone Co.....	\$ 8,919	\$ 53 51
Southern, Main Line.....	176,505	1,059 03
M. & O.....	206,545	1,239 27
M. & O., Starkville Branch.....	10,200	61 20
M. & O., Montgomery Extension.....	53,120	318 72
M. & O., Columbus Branch.....	100,865	605 19
Pullman Co.....	1,842	11 05
Southern Express Co.....	1,040	6 24
Western Union Telegraph Co.....	10,402	62 41
Atlantic Postal Cable & Telegraph Co.....	807	4 84
Cumberland Telephone Co.....	4,683	28 09
Starkville Telephone Co.....	22	15
	<hr/>	<hr/>
	\$ 573,950	\$3,449 70

LAUDERDALE COUNTY.

M. & O.....	\$ 491,623	\$2,947 73
A. & V.....	191,930	1,151 58
Alabama Great Southern.....	318,855	1,913 13
Southern, Meridian Sub-Division.....	2,720	16 32
N. O. & N. E.....	260,889	1,565 33
Pullman Co.....	5,778	34 66
Southern Express Co.....	1,555	9 33
Cumberland Telephone Co.....	29,295	175 77
Western Union Telegraph Co.....	15,610	93 66
Atlantic Postal Cable & Telegraph Co.....	6,745	40 47
American Telephone Co.....	6,627	39 76
Citizens Long Distance Telephone Co.....	8,919	53 51
	<hr/>	<hr/>
	\$1,340,646	\$8,033 25

LAFAYETTE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 435,542	\$2,613 25
Pullman Co.....	3,025	18 15
American Express Co.....	56	33
Cumberland Telephone Co.....	3,258	19 54
Western Union Telegraph Co.....	4,582	27 49
Ala., Miss. & Tenn. Telephone Co.....	136	81
Oxford Telephone Co.....	1,383	8 29
	<hr/>	<hr/>
	\$ 447,982	\$2,687 86

LEFLORE COUNTY.

Southern, Main Line.....	\$ 200,803	\$1,204 81
Southern, Tal. Branch.....	144,565	867 39
Y. & M. V., L. Corm. & Greenwood Dist.	79,190	475 14
Pullman Co.....	883	5 29
Southern Express Co.....	436	2 61
American Express Co.....	354	2 12
Atlantic Postal Cable & Telegraph Co....	6,541	39 24
Western Union Telegraph Co.....	6,163	36 97
Cumberland Telephone Co.....	16,558	99 34
	<hr/>	<hr/>
	\$ 790,315	\$4,741 84

LEE COUNTY.

M. & O. R. R.....	\$ 488,965	\$2,933 79
K. C., M. & B., Frisco.....	234,245	1,405 47
Pullman Co.....	3,651	21 90
Southern Express Co.....	749	4 49
Western Union Telegraph Co.....	8,605	51 63
Atlantic Postal Cable & Telegraph Co....	3,211	19 26
Cumberland Telephone Co.....	9,805	58 83
Pontotoc & Tupelo Telephone Co.....	770	4 62
Booneville Telephone Co.....	93	55
	<hr/>	<hr/>
	\$ 750,094	\$4,500 54

LEAKE COUNTY.

Cumberland Telephone Co.....	\$ 2,508	\$ 15 04
Mutual Telephone Co.....	760	4 56
	<hr/>	<hr/>
	\$ 3,268	\$ 19 60

MARION COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
G. & S. I., Columbia Branch.....	\$ 80,660	\$ 483 96
Southern Express Co.....	47	28
Western Union Telegraph Co.....	3,411	20 46
Columbia Telephone Co.....	1,423	8 53
American Telephone Co.....	3,000	18 00
	<hr/>	<hr/>
	\$ 88,541	\$ 531 23

MADISON COUNTY.

I. C., Main Line.....	\$ 460,123	\$2,760 73
Y. & M. V., Tal. and Yazoo Dists.....	81,344	488 06
Pullman Co.....	2,855	17 13
American Express Co.....	450	2 70
Western Union Telegraph Co.....	10,252	61 51
Atlantic Postal Cable & Telegraph Co....	1,204	7 21
Cumberland Telephone Co.....	18,263	109 57
	<hr/>	<hr/>
	\$ 574,491	\$3,446 91

MONROE COUNTY.

M. & O. R. R.....	\$ 220,345	\$1,322 07
M. & O., Aberdeen Branch.....	58,455	350 73
K. C., M. & B., Frisco.....	404,750	2,428 50
I. C., K. B. and C. A. & N. Divisions.....	98,389	590 33
Pullman Co.....	3,275	19 65
Southern Express Co.....	457	2 74
American Express Co.....	59	35
Cumberland Telephone Co.....	3,625	21 75
Western Union Telegraph Co.....	10,992	65 95
Atlantic Postal Cable & Telegraph Co....	6,492	38 95
Southern Telephone Association.....	2,600	15 60
Citizens Long Distance Telephone Co.....	3,171	9 51
	<hr/>	<hr/>
	\$ 812,610	\$4,866 13

MARSHALL COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 400,262	\$2,401 57
K. C., M. & B., Frisco.....	334,375	2,006 25
Pullman Co.....	5,058	30 34
Southern Express Co.....	412	2 47
American Express Co.....	2	01
Western Union Telegraph Co.....	10,177	61 06
Atlantic Postal Cable & Telegraph Co....	4,741	28 44
Cumberland Telephone Co.....	11,750	70 50
Southwestern Telegraph & Telephone Co..	190	1 14
	<hr/>	<hr/>
	\$ 766,967	\$4,610 78

MONTGOMERY COUNTY.

I. C., Main Line.....	\$ 309,930	\$1,859 58
Southern, Main Line.....	227,205	1,363 23
Pullman Co.....	3,093	18 55
Southern Express Co.....	357	2 14
American Express Co.....	248	1 48
Cumberland Telephone Co.....	8,222	49 33
Western Union Telegraph Co.....	9,377	56 26
	<hr/>	<hr/>
	\$ 558,432	\$3,350 57

NESHOBIA COUNTY.

Central Miss. Telephone Co.....	\$ 228	\$ 1 36
	<hr/>	<hr/>
	\$ 228	\$ 1 36

NOXUBEE COUNTY.

M. & O. R. R.....	\$ 330,395	\$1,982 37
Pullman Co.....	1,719	10 31
Southern Express Co.....	293	1 75
Western Union Telegraph Co.....	4,089	24 53
Macon Electric Telephone Co.....	5,720	34 32
Starkville Telephone & Power Co.....	14	2 88
Citizens Long Distance Telephone Co.....	480	2 88
	<hr/>	<hr/>
	\$ 342,710	\$2,056 26

NEWTON COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
M., J. & K. C., Main Line.....	\$ 28,010	\$ 168 06
A. & V.....	259,105	1,554 63
Pullman Co.....	1,126	6 75
Southern Express Co.....	139	83
Western Union Telegraph Co.....	3,477	20 86
Cumberland Telephone Co.....	3,810	22 86
Atlantic Postal Cable & Telegraph Co....	3,731	22 38
	<hr/>	<hr/>
	\$ 299,398	\$1,796 37

OKTIBBEHA COUNTY.

M. & O. R. R., Starkville Branch.....	\$ 71,235	\$ 427 41
I. C., K. B. and C. A. & N. Divisions.....	229,346	1,376 07
Southern, Main Line.....	10,925	65 55
Pullman Co.....	45	27
American Express Co.....	38	23
Southern Express Co.....	131	78
Western Union Telegraph Co.....	1,124	6 74
Atlantic Postal Cable & Telegraph Co....	1,002	6 01
Starkville Telephone & Power Co.....	2,695	16 17
Citizens Long Distance Telephone Co.....	495	2 97
	<hr/>	<hr/>
	\$ 317,036	\$1,902 20

PRENTISS COUNTY.

M. & O. R. R.....	\$ 230,655	\$1,383 93
Pullman Co.....	1,228	7 36
Southern Express Co.....	47	28
Western Union Telegraph Co.....	2,938	17 62
Cumberland Telephone Co.....	4,392	26 35
Booneville Telephone Co.....	375	2 25
	<hr/>	<hr/>
	\$ 239,635	\$1,437 79

PONTOTOC COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
K. C., M. & B., Frisco.....	\$ 21,160	\$ 126 96
M., J. & K. C., Gulf & Chicago.....	23,091	138 54
Pullman Co.....	150	90
Southern Express Co.....	113	68
Western Union Telegraph Co.....	363	2 17
Ala., Miss. & Tenn. Telephone Co.....	1,230	7 38
Pontotoc & Tupelo Telephone Co.....	900	5 40
Southwestern Telephone Co.....	110	66
Southwestern Telephone Co.....	270	1 62
Southwestern Telephone Co.....	2,194	13 16
Cumberland Telephone Co.....	105	63
	<hr/>	<hr/>
	\$ 49,686	\$ 298 10

PANOLA COUNTY.

Y. & M. V., L. Corm. & Greenwood Dists...	\$ 53,391	\$ 320 34
Illinois Central, Main Line.....	457,582	2,745 49
Sardis & Delta.....	46,850	281 10
Pullman Co.....	3,120	18 72
American Express Co.....	102	61
Cumberland Telephone & Telegraph Co..	14,550	87 30
Western Union Telegraph Co.....	7,698	46 18
	<hr/>	<hr/>
	\$ 583,293	\$3,499 74

PEARL RIVER COUNTY.

N. O. & N. E.....	\$ 307,034	\$1,842 20
G. & S. I., Columbia Branch.....	22,500	135 00
Pullman Co.....	2,176	13 05
Southern Express Co.....	30	18
Western Union Telegraph Co.....	4,960	29 76
Cumberland Telephone & Telegraph Co...	6,800	40 86
American Tel. & Tel. Co. of Miss.....	4,216	25 29
	<hr/>	<hr/>
	\$ 347,716	\$2,086 34

PIKE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Illinois Central, Main Line.....	\$ 710,465	\$4,262 79
Liberty-White.....	28,630	171 78
Pullman Co.....	2,717	16 30
American Express Co.....	267	1 60
Western Union Telegraph Co.....	11,729	70 37
Home Telephone Co.....	7,178	43 07
Cumberland Telephone & Telegraph Co...	4,533	27 19
	<hr/>	<hr/>
	\$ 765,519	\$4,593 10

QUITMAN COUNTY.

Y. & M. V., L. Corm. & Greenwood Dists...	\$ 287,438	\$1,724 62
American Express Co.....	40	24
Cumberland Telephone & Telegraph Co...	3,383	20 29
Atlantic Postal Cable & Telegraph Co....	3,073	18 43
	<hr/>	<hr/>
	\$ 293,934	\$1,763 58

RANKIN COUNTY.

Gulf & Ship Island, Main Line.....	\$ 182,137	\$1,092 82
Ala. & Vicksburg.....	320,515	1,923 09
Pullman Co.....	1,381	8 28
Southern Express Co.....	8	05
Western Union Telegraph Co.....	6,448	38 68
Atlantic Postal Cable & Telegraph Co....	5,124	30 74
Cumberland Telephone & Telegraph Co...	4,062	24 37
	<hr/>	<hr/>
	\$ 519,675	\$3,118 03

SCOTT COUNTY.

Ala. & Vicksburg.....	\$ 266,065	\$1,596 39
Pullman Co.....	1,128	6 76
Southern Express Co.....	152	91
Western Union Telegraph Co.....	3,587	21 52
Atlantic Postal Cable & Telegraph Co....	3,748	22 48
Cumberland Telephone & Telegraph Co...	4,573	27 43
Mutual Telephone Co. (assessment not filed until Sept. 18, 1905).....	178	1 07
	<hr/>	<hr/>
	\$ 279,431	\$1,676 56

SHARKEY COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., Main Line.....	\$ 533,630	\$3,201 78
Y. & M. V., Riverside Division.....	23,595	141 57
Pullman Co.....	1,010	6 06
American Express Co.....	73	44
Atlantic Postal Cable & Telegraph Co....	6,212	37 27
Cumberland Telephone & Telegraph Co...	7,872	47 25
	<hr/>	<hr/>
	\$ 572,392	\$3,434 37

SIMPSON COUNTY.

G. & S. I., Main Line.....	\$ 254,087	\$1,524 52
G. & S. I., Laurel Branch.....	16,800	100 80
G. & S. I., Silver Creek Branch.....	83,525	501 15
Southern Express Co.....	15	09
Western Union Telegraph Co.....	6,583	39 48
	<hr/>	<hr/>
	\$ 361,010	\$2,166 04

SMITH COUNTY.

Gulf & Ship Island, Branch.....	\$ 105,500	\$ 633 00
Southern Express Co.....	6	03
Western Union Telegraph Co.....	2,167	13 00
	<hr/>	<hr/>
	\$ 107,673	\$ 646 03

SUNFLOWER COUNTY.

Southern, Main Line.....	\$ 176,053	\$1,056 31
Y. & M. V., Lake Cormorant & Green- wood Districts.....	433,556	2,601 33
Y. & M. V., Mattson to Hendon Branch..	8,620	51 72
Y. & M. V., Rosedale to Dockery Branch	17,120	102 70
Pullman Co.....	787	4 72
Southern Express Co.....	444	2 66
American Express Co.....	126	75
Western Union Telegraph Co.....	3,454	20 72
Atlantic Postal Cable & Telegraph Co....	5,760	34 56
Cumberland Telephone & Telegraph Co..	7,975	47 85
	<hr/>	<hr/>
	\$ 653,895	\$3,923 32

TALLAHATCHIE COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
I. C., Main Line.....	\$ 94,385	\$ 566 31
Y. & M. V., Tal. & Yazoo Districts.....	259,620	1,557 72
Southern, Tal. Branch.....	70,835	425 01
Y. & M. V., Lake Cormorant & Greenwood Districts.....	81,719	490 31
Pullman Co.....	675	4 05
Southern Express Co.....	21	12
American Express Co.....	64	38
Atlantic Postal Cable & Telegraph Co....	4,080	24 48
Western Union Telegraph Co.....	2,640	15 84
Cumberland Telephone & Telegraph Co..	5,500	33 00
	<hr/>	<hr/>
	\$ 519,539	\$3,117 22

TATE COUNTY.

I. C., Main Line.....	\$ 187,428	\$1,124 56
Y. & M. V., Lake Cormorant & Greenwood Districts.....	51,881	311 28
Pullman Co.....	1,301	7 80
American Express Co.....	43	26
Western Union Telegraph Co.....	3,404	20 42
Atlantic Postal Cable & Telegraph Co....	620	3 72
Cumberland Telephone & Telegraph Co..	5,650	33 90
	<hr/>	<hr/>
	\$ 250,327	\$1,501 94

TIPPAH COUNTY.

M., J. & K. C., Gulf & Chicago.....	\$ 81,758	\$ 490 54
Southwestern Telegraph & Telephone Co..	1,050	6 30
Ala., Miss. & Tenn. Telephone Co.....	356	2 13
Southern Express Co.....	74	44
	<hr/>	<hr/>
	\$ 83,238	\$ 499 41

TISHOMINGO COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Mobile & Ohio R. R.	\$ 4,250	\$ 25 50
Southern, M. & C.	215,600	1,293 60
Pullman Co.	670	4 02
Southern Express Co.	62	37
Cumberland Telephone & Telegraph Co.	4,035	24 21
Western Union Telegraph Co.	6,858	41 14
	<hr/>	<hr/>
	\$ 231,475	\$1,388 84

TUNICA COUNTY.

Y. & M. V., Main Line.	\$ 481,512	\$2,889 07
Y. & M. V., Helena District.	3,575	21 45
Y. & M. V., Lake Cormorant & Greenwood Districts.	134,401	806 40
Pullman Co.	1,310	7 86
American Express Co.	26	15
Atlantic Postal Cable & Telegraph Co.	10,114	60 68
Cumberland Telephone & Telegraph Co.	13,685	82 09
	<hr/>	<hr/>
	\$ 644,623	\$3,867 70

UNION COUNTY.

M., J. & K. C., Gulf & Chicago.	\$ 47,416	\$ 284 50
K. C., M. & B., Frisco.	262,385	1,574 31
Pullman Co.	1,895	11 37
Southern Express Co.	156	93
Western Union Telegraph Co.	4,477	26 86
Atlantic Postal Cable & Telegraph Co.	3,609	21 65
Cumberland Telephone Co.	815	4 89
Ala., Miss. & Tenn. Telephone Co.	174	1 04
Southwestern Telegraph & Telephone Co.	1,295	7 77
	<hr/>	<hr/>
	\$ 322,222	\$1,933 32

WINSTON COUNTY.

Central Miss. Telephone Co.	\$ 905	\$ 5 43
	<hr/>	<hr/>
	\$ 905	\$ 5 43

WASHINGTON COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Southern, Main Line.....	\$ 191,090	\$1,146 54
Southern, Deer Creek Branch.....	133,307	799 84
Y. & M. V. R. R., Main Line.....	526,268	3,157 60
Y. & M. V. R. R., Lake Cormorant & Greenwood Districts.....	96,792	580 75
Y. & M. V. R. R., Riverside Division....	639,590	3,837 54
Pullman Co.....	2,962	17 77
American Express Co.....	1,257	7 54
Southern Express Co.....	709	4 25
Western Union Telegraph Co.....	6,034	36 20
Atlantic Postal Cable & Telegraph Co....	15,987	95 92
Cumberland Telephone Co.....	36,258	217 54
	<hr/>	<hr/>
	\$1,650,254	\$9,901 49

WAYNE COUNTY.

M. & O. R. R.....	\$ 394,480	\$2,366 88
Pullman Co.....	2,092	12 55
Southern Express Co.....	48	29
Western Union Telegraph Co.....	3,958	23 74
American Telephone & Telegraph Co.....	5,774	34 64
	<hr/>	<hr/>
	\$ 406,352	\$2,438 10

WEBSTER COUNTY.

Southern, Main Line.....	\$ 209,391	\$1,256 34
Pullman Co.....	969	5 81
Southern Express Co.....	144	86
Western Union Telegraph Co.....	3,677	22 06
	<hr/>	<hr/>
	\$ 214,181	\$1,285 07

WILKINSON COUNTY.

Y. & M. V., Main Line.....	\$ 180,225	\$1,081 35
Y. & M. V., Bayou Sara District.....	58,420	350 52
Pullman Co.....	473	2 83
Atlantic Postal Cable & Telegraph Co....	3,627	21 76
American Express Co.....	80	48
Cumberland Telephone Co.....	8,987	53 92
	<hr/>	<hr/>
	\$ 251,812	\$1,510 86

WARREN COUNTY.

<i>Name of Company.</i>	<i>Valuation.</i>	<i>State Tax.</i>
Y. & M. V., Main Line.....	\$ 762 085	\$4,356 51
A. & V.....	247,435	1,484 61
Pullman Co.....	2,114	12 68
Southern Express Co.....	1,240	7 44
American Express Co.....	1,135	6 81
Western Union Telegraph Co.....	3,202	19 21
Atlantic Postal Cable & Telegraph Co....	9,761	58 56
Cumberland Telephone Co.....	49,657	297 94
	<hr/>	<hr/>
	\$1,040,629	\$6,243 76

YALOBUSHA COUNTY.

I. C., Main Line.....	\$ 706,415	\$4,238 49
Pullman Co.....	4,262	25 57
American Express Co.....	79	47
Western Union Telegraph Co.....	7,927	47 56
Cumberland Telephone Co.....	13,750	82 50
Blounts Mineral Well Telephone Co.....	193	1 15
	<hr/>	<hr/>
	\$ 732,626	\$4,395 74

YAZOO COUNTY.

I. C. R. R.....	\$ 153,902	\$ 923 41
Y. & M. V., Lake Cormorant & Green- wood Districts.....	139,775	838 65
Y. & M. V., Tal. & Yazoo Districts.....	343,453	2,060 71
Pullman Co.....	1,079	6 47
American Express Co.....	467	2 80
Western Union Telegraph Co.....	6,543	39 25
Atlantic Postal Cable & Telegraph Co....	6,729	40 37
Cumberland Telephone Co.....	11,570	69 42
Mutual Telephone Co.....	5,800	34 80
	<hr/>	<hr/>
	\$ 669,318	\$4,015 88

RAILROAD MILEAGE, 1904, IN MISSISSIPPI.

I. C. R. R., Main Line.....	389.45
C. A. & N. Division	106.26
M. B. & N. Division.....	7.79
Y. & M. V. R. R., Main Line and Branches.....	992.15
M. & O. R. R. and Branches.....	314.81
L. & N. R. R.....	73.74
K. C., M. & B. R. R.....	142.86
Southern Railway in Mississippi and Branches.....	237.55
Alabama Great Southern R. R.....	18.78
Memphis & Charleston.....	34.10
N. O. & N. E. R. R.....	153.42
Alabama & Vicksburg R. R.....	141.30
G. & S. I. R. R. and Branches.....	261.00
M., J. & K. C. R. R.....	161.51
N. O. & N. W. R. R. (Natchez & Southern).....	2.22
Sardis & Delta.....	13.00
N. C. & M. R. R.....	23.00
Mississippi Central.....	55.00
Gulf & Chicago R. R.....	57.00
Sunflower & Eastern R. R.....	3.81
Illinois Central (double track).....	24.00
Pascagoula Street Railway & Power Co.....	9.07

Total mileage..... 3,221.82

Showing an increase over 1903 of 79.60 miles.

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RAILROAD MILEAGE, 1905, IN MISSISSIPPI.

I. C. R. R., Main Line	389.45
C. A. & N. Division	106.26
M. B. & N. Division	7.79
B. & M. Division	23.80
Second track	55.66
Y. & M. V. R. R., Main Line	314.92
Riverside Division	156.20
N. J. & C. Division	98.31
Yazoo Branch and Branches	394.44
Boyle & Sunflower R. R.	31.84
Helena Branch	20.24
Bayou Sara Branch	8.14
M. & O. R. R. and Branches	315.21
L. & N. R. R.	73.74
K. C., M. & B. R. R.	142.86
Southern Railway in Mississippi and Branches	237.55
Alabama Great Southern Railway	18.78
Memphis & Charleston R. R.	34.10
N. O. & N. E. R. R.	153.42
Alabama & Vicksburg R. R.	141.30
G. & S. I. R. R.	277.04
M., J. & K. C. R. R.	368.74
N. O. & N. W. R. R. (Natchez & Southern)	2.22
Sardis & Delta	13.00
Pascagoula Street Railway & Power Co	9.07
N. C. & M. R. R.	23.00
Mississippi Central	55.00
Fernwood & Gulf R. R.	20.71
Mississippi Eastern R. R.	11.00
<hr/>	
Total mileage	3,503.79

Showing an increase over 1904 of 281.97 miles, and an increase over 1903 of 361.58 miles.

STATEMENT SHOWING GROSS RECEIPTS, NET INCOME,
ETC., OF RAILROADS OPERATING IN MISSISSIPPI, FOR
1904.

ILLINOIS CENTRAL RAILROAD.

Total gross receipts from operation in Mississippi..\$ 6,125,331 05

Total gross receipts from operation.....\$17,211,789 73

Less operating expenses..... 11,995,527 65

Income from operation.....\$ 5,216,262 08

Add lines north of Cairo..... 8,821,622 51

\$14,037,884 59

Dividends on stocks owned.....\$ 20,882 00

Interest on bonds owned..... 2,142,388 09

Miscellaneous income (less expense) 553,279 05

Income from other sources..... 2,716,549 14

\$16,754,433 73

Deductions from income:

Interest on funded debt accrued..\$ 4,167,338 25

Rents paid for lease of road..... 1,778,737 11

Taxes..... 1,942,430 86

Permanent improvements 2,579,328 75

Other deductions..... 536,618 76

Total deductions from income..... 11,004,453 73

Net income.....\$ 5,749,980 00

Dividends, 6 per cent common stock..... 5,702,400 00

Surplus for 1904.....\$ 47,580 00

Percentage of expenses, exclusive of taxes, to receipts, entire
line, 69.69 per cent.

Percentage of expenses, exclusive of taxes, to receipts, Missis-
sippi, 69.79 per cent.

MOBILE & OHIO RAILROAD COMPANY.

Total gross receipts from operation in Mississippi..\$ 2,471,746 00

Total gross receipts from operation.....\$ 7,164,481 23

Less operating expenses..... 5,253,997 63

Income from operation.....\$ 1,910,483 60

Dividends on stocks owned.....\$ 98,380 00

Interest on bonds owned..... 23,010 00

Miscellaneous income, less expenses 603,162 46

Income from other sources..... 724,552 46

Total income.....\$ 2,635,036 06

Deductions from income:

Interest on funded debt accrued..\$ 1,283,137 94

Interest on interest-bearing current liabilities accrued..... 23,253 25

Rents paid for lease of road..... 371,196 56

Taxes..... 172,209 97

Permanent improvements 451,799 52

Total deductions from income..... 2,301,597 24

Net income.....\$ 333,438 82

Dividends, 2 per cent common stock..... 121,412 00

Surplus for 1904.....\$ 212,026 82

Percentage of expenses to receipts, entire line, 73.33 per cent.

Percentage of expenses to receipts, Mississippi, 73.33 per cent.

SOUTHERN RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..\$ 765,911 28

Total gross receipts from operation.....\$ 765,911 28

Less operating expenses..... 670,196 13

Income from operation.....\$ 95,715 15

Total income.....\$ 95,715 15

Deductions from income:

Interest on funded debt accrued..\$	10,000 00	
Taxes.....	38,911 19	
Permanent improvements.....	9,209 95	
Net income.....		58,121 14
Deficit.....	\$	37,594 01
Other payments from net income.....		37,594 01
Surplus for 1904.....		
Surplus for 1903.....	\$	151,794 07
Deductions for year.....		8,890 89
Deficit for 1904.....	\$	160,684 96
Percentage of expenses to receipts, entire line in Mississippi.		
87.5 per cent.		
Percentage of expenses to receipts, Mississippi, 92.58 per cent.		

THE GULF & SHIP ISLAND R. R.

Total gross receipts from operation in Mississippi..\$	1,829,815 56	
Total gross receipts from operation.....	\$	1,829,815 56
Less operating expenses.....		1,199,687 32
Income from operation.....	\$	620,128 24
Income from other sources.....		11,800 50
Total income.....	\$	641,928 74
Deductions from income:		
Interest on funded debt accrued..\$	237,817 99	
Interest on interest-bearing current liabilities accrued.....	6,163 59	
Taxes.....	29,548 02	
Other deductions.....	10,085 93	
Total deductions from income.....		283,615 53
Net income.....	\$	358,313 21
Dividends, 4 per cent common stock.....		200,000 00
Surplus for 1904.....	\$	158,313 21
Percentage of expenses to receipts, entire line, 65.56 per cent.		
Percentage of expenses to receipts, Mississippi, 65.56 per cent.		

MISSISSIPPI CENTRAL RAILWAY.

Total gross receipts from operation in Mississippi..	\$	248,653	07
<hr/>			
Total gross receipts from operation.....		248,653	07
Less operating expenses.....		111,624	65
<hr/>			
Income from operation.....	\$	137,028	42
Deductions from income:			
Taxes.....	\$	5,118	97
Permanent improvements.....		7,470	08
<hr/>			
Total deductions from income.....		12,589	05
<hr/>			
Net income.....	\$	124,439	37
Surplus for 1904.....		124,439	37
Percentage of expenses to receipts in Mississippi, 44.89 per cent.			

NATCHEZ, COLUMBIA & MOBILE RAILWAY.

Total gross receipts from operation in Mississippi..	\$	4,788	31
<hr/>			
Total gross receipts from operation.....	\$	4,788	31
Less operating expenses.....		26,532	10
<hr/>			
Income from operation.....	\$	4,788	31
Deficit.....		21,743	79
Deductions from income:			
Taxes.....		822	25
<hr/>			
Deficit.....	\$	22,566	04
<hr/>			
Deficit for 6 months 1904.....		22,566	04

LOUISVILLE & NASHVILLE R. R.

Total gross receipts from operation in Mississippi..	\$	1,032,760	42
<hr/>			
Total gross receipts from operation.....	\$	1,965,665	05
Less operating expenses.....		1,381,345	36
<hr/>			
Total income.....	\$	584,319	69

Deductions from income:

Interest on funded debt accrued..\$	360,000 00
Taxes.....	59,610 96

Total deductions from income.....	419,610 96
-----------------------------------	------------

Net income.....	\$ 164,708 73
Surplus for 1904.....	164,708 73

Percentage of expenses, exclusive of taxes, to receipts, entire line, 70.27 per cent.

Percentage of expenses, exclusive of taxes, to receipts, Mississippi, 70.27 per cent.

MEMPHIS & CHARLESTON RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..\$	283,870 68
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Total gross receipts from operation.....	\$ 283,870 68
Less operating expenses.....	148,793 85

Income from operation.....	\$ 135,076 83
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Total income.....	\$ 135,076 83
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Deductions from income:

Interest on funded debt accrued..\$	54,000 00
Taxes.....	6,777 32
Permanent improvements.....	3,191 95

Total deductions from income.....	63,969 27
-----------------------------------	-----------

Net income.....	\$ 71,107 56
Surplus for 1904.....	71,107 56

Percentage of expenses to receipts, entire line, 52.42 per cent.

Percentage of expenses to receipts, Mississippi, 54.80 per cent.

PASCAGOULA STREET RAILWAY & POWER COMPANY.

Total gross receipts from operation in Mississippi..\$	25,077 38
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Total gross receipts from operation.....	\$ 25,077 38
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NATCHEZ & SOUTHERN RAILWAY CO.

Total gross receipts from operation in Mississippi..	\$	50,479	49
Total gross receipts from operation.....	\$	50,479	49
Less operating expenses.....		39,428	83
Income from operation.....	\$	11,050	66
Deductions from income:			
Taxes.....	\$	360	43
Permanent improvements.....		3,615	33
Total deductions from income.....		3,957	76
Net income.....	\$	7,074	90
Surplus for 1904.....		7,074	90
Percentage of expenses to receipts, entire line, 78.50 per cent.			
Percentage of expenses to receipts, Mississippi, 78.50 per cent.			

NEW ORLEANS & NORTHEASTERN R. R. CO.

Total gross receipts from operation in Mississippi..	\$	1,874,457	18
Total gross receipts from operation.....	\$	2,403,150	23
Less operating expenses.....		1,716,725	21
Income from operation.....	\$	686,425	02
Income from other sources.....		15,702	36
Total income.....	\$	702,127	38
Deductions from income:			
Interest on funded debt accrued..	\$	392,175	00
Taxes.....		55,200	00
Total deductions from income.....		447,375	00
Net income.....	\$	254,752	38
Dividends, 3 per cent common stock.....		180,000	00
Surplus for 1904.....	\$	74,752	38
Percentage of expenses to receipts, entire line, 71.44 per cent.			
Percentage of expenses to receipts, Mississippi, 71.44 per cent.			

YAZOO & MISSISSIPPI VALLEY R. R. CO.

Total gross receipts from operation in Mississippi..\$ 5,838,700 00

Total gross receipts from operation.....\$ 7,868,334 84

Less operating expenses..... 5,754,586 70

Income from operation.....\$ 2,113,748 14

Interest on bonds owned.....\$ 3,320 00

Miscellaneous income..... 238 11

Income from other sources..... 3,558 11

Total income.....\$ 2,117,306 25

Deductions from income:

Interest on funded debt accrued..\$ 1,475,370 87

Taxes..... 341,031 45

Other deductions..... 33,000 00

Total deductions from income..... 1,849,402 32

Net income.....\$ 267,903 93

Surplus for 1904.....\$ 267,903 93

Percentage of expenses, exclusive of taxes, to receipts, entire line, 73.14 per cent.

Percentage of expenses, exclusive of taxes, to receipts, Mississippi, 72.53 per cent.

ALABAMA GREAT SOUTHERN R. R. CO.

Total gross receipts from operation in Mississippi..\$ 182,141 87

Total gross receipts from operation.....\$ 3,035,697 84

Less operating expenses..... 2,321,322 52

Income from operation.....\$ 714,375 32

Dividends on stocks owned.....\$ 11,108 00

Interest on bonds owned..... 8,869 20

Income from other sources..... 19,977 20

Total income.....\$ 734,352 52

Deductions from income:

Interest on funded debt accrued..\$	280,646 91
Rents paid for lease of road.....	14,710 00
Taxes.....	89,450 37
Other deductions.....	29,156 37

Total deductions from income.....	413,963 65
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Net income.....\$	320,388 87
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Dividends, 9 per cent preferred stock.....	281,885 71
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Surplus for 1904.....\$	38,503 16
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Percentage of expenses to receipts, entire line, 76.47 per cent.

Percentage of expenses to receipts, Mississippi, 76.47 per cent.

KANSAS CITY, MEMPHIS & BIRMINGHAM R. R.

Income from lease of road.....\$	536,215 28
Miscellaneous income.....	38,001 57

Total income.....\$	574,216 85
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Deductions from income:

Interest on funded debt accrued..\$	460,414 41
Taxes.....	58,915 75
Other deductions.....	16,884 92

Total deductions from income.....	536,215 28
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Net income.....\$	38,001 57
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Surplus for 1904.....\$	38,001 57
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MOBILE, JACKSON & KANSAS CITY RAILROAD CO.

Total gross receipts from operation in Mississippi..\$	452,830 10
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Total gross receipts from operation.....\$	532,609 54
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Less operating expenses.....	299,610 52
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Income from operation.....\$	232,999 02
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Income from other sources.....	9 89
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Total income.....\$	233,008 91
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Deductions from income:

Interest on funded debt accrued..\$	141,350 00
Interest on interest-bearing current liabilities accrued.....	3,775 80
Rents for lease of road.....	31,000 00
Taxes.....	10,103 44

Total deductions from income.....	186,229 24
-----------------------------------	------------

Net income.....	\$ 46,779 67
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Surplus for 1904.....	\$ 46,779 67
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Percentage of expenses to receipts, entire line, 56.25 per cent.

Percentage of expenses to receipts, Mississippi, 56.25 per cent.

SARDIS & DELTA R. R.

Total earnings.....	\$ 7,658 97
Less operating expenses.....	7,561 50

Net income.....	\$ 97 47
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Surplus for 1904.....	\$ 97 47
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Percentage of expenses to receipts, entire line, .987 per cent.

STATEMENT SHOWING GROSS RECEIPTS, NET INCOME,
ETC., OF RAILROADS OPERATING IN MISSISSIPPI
FOR 1905.

ILLINOIS CENTRAL RAILROAD.

Total gross receipts from operation in Mississippi..\$ 6,260,502 28

Total gross receipts from operation.....	\$18,857,105 91
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Less operating expenses.....	13,142,316 14
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Income from operation.....	\$ 5,714,789 77
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Add lines north of Cairo.....	10,709,602 23
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	\$16,424,392 00
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Dividends on stocks owned.....\$	246,602 26
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Interest on bonds owned.....	2,209,853 27
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Miscellaneous income.....	473,435 54
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Income from other sources.....	2,929,891 07
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Total income.....	\$19,354,283 07
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Deductions from income:

Interest on funded debt accrued..	\$ 4,636,720 00
Interest on interest-bearing current liabilities.....	164,695 24
Rents paid for lease of road.....	2,386,389 30
Taxes paid.....	2,027,448 11
Permanent improvements.....	2,939,281 98
Other deductions.....	503,688 44
Total deductions from income.....	12,658,223 07
Net income.....	\$ 6,696,060 00
Dividends, 7 per cent common stock.....	6,652,800 00
Surplus for 1905.....	\$ 43,260 00

Percentage of expenses, exclusive of taxes, to receipts, 69.69 per cent.

Percentage of expenses, exclusive of taxes, to receipts, for Mississippi, 75.29 per cent.

NAMES AND ADDRESSES OF OFFICERS:

Stuyvesant Fish, President, New York, N. Y.
 John C. Welling, Vice-President, Chicago, Ill.
 A. G. Hackstaff, Secretary, New York, N. Y.
 E. T. H. Gibson, Treasurer, New York, N. Y.
 J. M. Dickinson, General Counsel, Chicago, Ill.
 C. W. Moore, Auditor, Chicago, Ill.
 General Freight Agents: C. C. Cameron, Memphis, Tenn.;
 W. E. Keepers, Chicago, Ill.; W. M. Rhett, Chicago, Ill.
 S. G. Hatch, General Passenger Agent, Chicago, Ill.
 E. P. Skene, Land Commissioner, Dubuque, Ill.
 Total mileage in State of Mississippi, 497.13.

LIBERTY-WHITE RAILROAD COMPANY.

Total gross receipts from operation in Mississippi..	\$ 34,108 51
Total gross receipts from operation.....	\$ 34,108 51
Less operating expenses.....	31,343 37
Income from operation.....	\$ 2,765 14

NAMES AND ADDRESSES OF OFFICERS:

J. White, President, McComb City, Miss.
 W. M. White, Vice-President, McComb City, Miss.
 J. J. White, Jr., Secretary, McComb City, Miss.
 H. L. White, Treasurer, McComb City, Miss.
 Mixon & Butler, Attorneys, McComb City, Miss.
 L. B. Sedgewick, Auditor, McComb City, Miss.
 S. B. Eaton, General Freight Agent and General Passenger
 Agent, McComb City, Miss.
 J. H. Howie, Land Commissioner, McComb City, Miss.
 Total mileage in Mississippi, 25.

MOBILE, JACKSON & KANSAS CITY RAILROAD.

Total gross receipts from operation in Mississippi..	\$	628,139	20
Total gross receipts from operation.....	\$	697,932	44
Less operating expenses.....		424,547	51
Income from operation.....	\$	273,384	93
Miscellaneous income.....	\$	103	97
Income from other sources.....		103	97
Total income.....	\$	273,488	90
Deductions from income:			
Interest on funded debt accrued..	\$	199,483	33
Interest on interest-bearing current liabilities.....		4,038	30
Taxes.....		11,130	00
Rents paid for lease of road.....		40,000	00
Total deductions from income.....		254,651	63
Net income.....	\$	18,837	27
Surplus for year 1905.....	\$	18,837	27

Percentage of expenses to receipts for entire line, 60.83 per cent.

Percentage of expenses to receipts for Mississippi, 60.83 per cent.

NAMES AND ADDRESSES OF OFFICERS:

B. M. Robinson, President, New York, N. Y.
 Alex McDonald, Vice-President, New York, N. Y.
 Geo. W. Crary, Secretary and Treasurer, Mobile, Ala.

E. K. Stallo, General Counsel, New York, N. Y.

E. K. Stewart, Auditor, New York, N. Y.

W. L. O'Dwyer, General Freight Agent and General Passenger Agent, Mobile, Ala.

Total mileage in State of Mississippi, 233.17.

PASCAGOULA STREET RAILWAY & POWER COMPANY.

Total gross receipts from operation in Mississippi..	\$	43,538 11
Total gross receipts from operation.....	\$	43,538 11
Less operating expenses.....		31,213 39
Income from operation.....	\$	12,324 72
Total income.....	\$	12,324 72

Deductions from income:

Interest on funded debt accrued..	\$	17,500 00
Interest on interest-bearing liabilities.....		500 00
Taxes.....		4,100 00
		22,100 00
Total deductions from income (sixty per cent applies to railway.).....		13,260 00
Deficit.....	\$	935 28

Percentage of expenses to receipts, entire line, in Mississippi, 71 per cent.

NAMES AND ADDRESSES OF OFFICERS:

Chas. T. Ballard, President, Louisville, Ky.

L. S. Anderson, Vice-President, Moss Point, Miss.

G. Spratt Bridges, Secretary, Louisville, Ky.

Columbia Finance & Trust Co., Treasurer, Louisville, Ky.

G. B. Chapman, Auditor, Scranton, Miss.

Total mileage in the State of Mississippi, 8.36.

NEW ORLEANS & NORTHEASTERN RAILROAD CO.

Total gross receipts from operation in Mississippi..\$ 1,994,644 92

Total gross receipts from operation.....\$ 2,557,237 09

Less operating expenses..... 1,838,220 29

Income from operation.....\$ 719,016 80

Miscellaneous income.....\$ 14,064 23

Income from other sources..... 14,064 23

Total income.....\$ 733,081 03

Deductions from income:

Interest on funded debt accrued..\$ 392,157 50

Taxes..... 61,500 00

Permanent improvements..... 15,300 00

Total deductions from income..... 468,957 50

Net income.....\$ 264,123 53

Dividends, 3 per cent common stock..... 180,000 00

Surplus for year 1905.....\$ 84,123 53

Percentage of expenses to receipts, for entire line, 71.88 per cent.

Percentage of expenses to receipts, for Mississippi, 71.88 per cent.

NAMES AND ADDRESSES OF OFFICERS:

C. C. Harvey, President, New Orleans, La.

Chas. Schiff, Vice-President, London, England.

H. W. Wenham, Secretary and Treasurer, New Orleans, La.

Harry H. Hall, General Counsel, New Orleans, La.

Larz A. Jones, Auditor, New Orleans, La.

T. F. Steele, General Freight Agent, New Orleans, La.

Geo. H. Smith, General Passenger Agent, New Orleans, La.

P. Millars, Purchasing Agent, New Orleans, La.

Total Mileage in Mississippi, 153.04.

MISSISSIPPI EASTERN RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..	\$	43,292	11
Total gross receipts from operation.....	\$	43,292	11
Less operating expenses.....		24,831	44
Income from operation.....	\$	18,460	67
Total income.....	\$	18,460	67
Deductions from income:			
Permanent improvements.....	\$	3,019	76
Total deductions from income.....	\$	3,019	76
Net income.....	\$	15,440	91
Surplus for 1905.....	\$	15,440	91

Percentage of expenses to receipts for entire line, 58.36 per cent.

Percentage of expenses to receipts for Mississippi, 58.36 per cent.

NAMES AND ADDRESSES OF OFFICERS.

- Perley Lerve, President, Chicago, Ill.
 C. P. Miller, Vice-President, Chicago, Ill.
 Wm. Templeton, Secretary, Chicago, Ill.
 C. F. Thompson, Treasurer, Chicago, Ill.
 S. H. Ferral, General Counsel, Quitman, Miss.
 R. P. Osler, Auditor, Quitman, Miss.
 C. P. Miller, General Freight Agent, 1603 Railway Exchange,
 Chicago, Ill.
 C. H. Armbrrecht, General Passenger Agent, Quitman, Miss.
 Total mileage in State of Mississippi, 13.

NATCHEZ & SOUTHERN RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..	\$	44,070	05
Total gross receipts from operation.....	\$	44,070	05
Less operating expenses.....		39,771	87
Income from operation.....	\$	4,298	18
Total income.....	\$	4,298	18
Deductions from income:			
Taxes.....		363	02
Net income.....	\$	3,935	16
Surplus for 1905.....	\$	3,935	16

Percentage of expenses to receipts, entire line, in Mississippi, 90.24 per cent.

NAMES AND ADDRESSES OF OFFICERS:

E. G. Merriam, President, St. Louis, Mo.
 C. B. Brownell, Vice-President, Natchez, Miss.
 F. W. Irland, Secretary, St. Louis, Mo.
 D. S. H. Smith, Treasurer, St. Louis, Mo.
 S. B. Schuyler, Auditor, St. Louis, Mo.
 Total mileage in State of Mississippi, 2.29.

MISSISSIPPI CENTRAL RAILROAD.

Total gross receipts from operation in Mississippi..	\$	361,144	36
Total gross receipts from operation.....	\$	361,144	36
Less operating expenses.....		174,349	36
Income from operation.....	\$	186,795	00
Deductions from income:			
Taxes.....	\$	4,420	24
Improvements, permanent.....		18,531	49
Other deductions.....		900	06
Total deductions from income.....		23,851	79
Net income.....	\$	162,943	21
Dividends, 1½ per cent common stock.....		22,452	00
Surplus for 1905.....	\$	140,491	21

Percentage of expenses to receipts for entire line, ---- per cent.

Percentage of expenses to receipts for Mississippi, 48.28 per cent.

NAMES AND ADDRESSES OF OFFICERS:

F. S. Teck, President, Scranton, Pa.
 C. D. Jones, First Vice-President, Scranton, Pa.
 L. L. Major, Third Vice-President, Hattiesburg, Miss.
 C. P. Davidson, Secretary, Scranton, Pa.
 O. L. Bilbro, Auditor, Hattiesburg, Miss.
 Total mileage in the State of Mississippi, 53.61.

GULF & SHIP ISLAND RAILROAD.

Total gross receipts from operation in Mississippi..	\$	-----	
Total gross receipts from operation.....	\$	1,877,297	13
Less operating expenses.....		1,361,368	84
Income from operation.....	\$	516,028	29
Miscellaneous income.....	\$	6,220	74
Income from other sources.....		6,220	74
Total income.....	\$	522,249	03
Deductions from income:			
Interest on funded debt accrued..	\$	249,871	10
Interest on interest-bearing current liabilities.....		7,724	39
Taxes.....		35,873	46
Other deductions.....		49,330	00
Total deductions from income.....		342,798	95
Net income.....	\$	179,450	08
Dividends, 4 per cent common stock.....		220,000	00
Deficit for 1905.....	\$	40,549	92
Percentage of expenses to receipts, entire line, 72.51 per cent.			
Percentage of expenses to receipts for Mississippi, ---- per cent.			

NAMES AND ADDRESSES OF OFFICERS:

J. T. Jones, President, Buffalo, N. Y.
 J. A. Jones, First Vice-President, Buffalo, N. Y.
 T. P. Hale, Second Vice-President, Gulfport, Miss.
 R. E. Powers, Secretary and Treasurer, Buffalo, N. Y.
 J. H. Neville, General Counsel, Gulfport, Miss.
 Elisha Gee, Auditor, Gulfport, Miss.
 S. D. Boyleston, General Freight Agent, Gulfport, Miss.
 S. D. Boyleston, General Passenger Agent, Gulfport, Miss.
 Total mileage in Mississippi, 279.77.

ALABAMA GREAT SOUTHERN RAILROAD COMPANY.

Total gross receipts from operation in Mississippi..	\$	194,506	49
Total gross receipts from operation.....	\$	3,241,776	53
Less operating expenses.....		2,551,039	19
Income from operation.....	\$	690,737	34
Dividends on stocks owned.....	\$	42,356	75
Interest on bonds owned.....		8,869	20
Income from other sources.....		51,225	95
Total income.....	\$	741,963	92
Deductions from income:			
Interest on funded debt accrued..	\$	277,297	80
Rents paid for lease of road.....		14,710	00
Taxes.....		89,412	00
Other deductions.....		135,559	64
Total deductions from income.....		416,979	44
Net income.....	\$	324,983	85
Dividends, 9 per cent common stock.....		280,927	36
Surplus for 1905.....	\$	44,056	49
Percentage of expenses to receipts, entire line, 78.69 per cent.			
Percentage of expenses to receipts for Mississippi, 78.69 per cent.			

NAMES AND ADDRESSES OF OFFICERS:

Samuel Spencer, President, New York, N. Y.
A. B. Andrews, First Vice-President, Raleigh, N. C.
W. W. Finley, Second Vice-President, Washington, D. C.
W. J. Murphy, Third Vice-President, Cincinnati, Ohio.
R. D. Lankford, Secretary, New York, N. Y.
A. C. Ansley, Treasurer, Washington, D. C.
Edward Colston, General Counsel, Cincinnati, Ohio.
M. F. Molloy, Auditor, Cincinnati, Ohio.
L. Sevier, General Freight Agent, Birmingham, Ala.
W. C. Rinearson General Passenger Agent, Cincinnati, Ohio.
T. M. Anderson, Land Commissioner, Birmingham, Ala.
Total mileage in Mississippi, 18.78.

MOBILE & OHIO RAILROAD.

Total gross receipts from operation in Mississippi..\$ 2,167,910 91

Total gross receipts from operation.....\$ 7,699,738 03

Less operating expenses..... 5,507,781 23

Income from operation.....\$ 2,191,956 80

Dividends on stocks owned.....\$ 99,380 00

Interest on bonds owned..... 27,390 00

Miscellaneous income..... 604,862 24

Income from other sources..... 731,632 24

Total income.....\$ 2,923,589 04

Deductions from income:

Interest on funded debt accrued..\$ 1,338,413 42

Interest on interest-bearing current liabilities..... 21,846 51

Rents paid for lease of road..... 394,465 06

Taxes..... 179,536 60

Permanent improvements..... 431,232 86

Other deductions..... 150,000 00

Total deductions from income.....\$ 2,515,494 45

Net income.....\$ 408,094 59

Dividends, 4 per cent common stock..... 242,824 00

Surplus from operations of year ending June

30, 1905.....\$ 165,270 59

Surplus on June 30, 1904..... 1,273,702 53

Additions for year..... 70,943 98

Surplus on June 30, 1905.....\$ 1,509,917 10

Percentage of expenses to receipts, entire line, 71.53 per cent.

Percentage of expenses to receipts for Mississippi, 71.53 per cent.

NAMES AND ADDRESSES OF OFFICERS:

Samuel Spencer, President, New York, N. Y.

E. L. Russell, Vice-President, Mobile, Ala.

Henry Talon, Secretary and Treasurer, Mobile, Ala.

E. L. Russell, General Counsel, Mobile, Ala.

W. S. Cooke, Auditor, Mobile, Ala.

R. V. Taylor, General Manager, St. Louis, Mo.

Haiden Miller, Traffic Manager of Freight, St. Louis, Mo.
 J. M. Deneven, General Freight Agent, St. Louis, Mo.
 J. M. Beall, General Passenger Agent, St. Louis, Mo.
 R. H. Duesberry, Purchasing Agent, Mobile, Ala.
 M. V. Richards, Land and Industrial Agent, Washington, D. C.
 Total mileage in Mississippi, 314.81.

ALABAMA & VICKSBURG RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..	\$ 1,353,787 90
Total gross receipts from operation.....	\$ 1,353,787 90
Less operating expenses.....	1,036,997 02
Income from operation.....	\$ 316,790 88
Dividends on stocks owned.....	\$ 3,140 00
Miscellaneous income.....	19,521 04
Income from other sources.....	22,661 04
Total income.....	\$ 339,451 92
Deductions from income:	
Interest on funded debt accrued..	\$ 119,415 00
Taxes.....	30,000 00
Permanent improvements	66,206 90
Total deductions from income.....	215,621 90
Net income.....	\$ 123,830 02
Dividends, 7 per cent common stock.....	73,500 00
Surplus for 1905.....	\$ 50,330 02
Percentage of expenses to receipts, entire line, 76.60 per cent.	
Percentage of expenses to receipts for Mississippi, 76.60 per cent.	

NAMES AND ADDRESSES OF OFFICERS:

C. C. Harvey, President, New Orleans, La.
 C. Scheff, Vice-President, London, England.
 H. W. Wenham, Secretary and Treasurer, New Orleans, La.
 H. H. Hall, General Counsel, New Orleans, La.
 Lae. A. Jones, Auditor, New Orleans, La.
 C. C. Harvey, General Manager, New Orleans, La.
 G. B. Nicholson, Consulting Engineer, Cincinnati, Ohio.
 E. Ford, Superintendent, Vicksburg, Miss.
 T. F. Steele, General Freight Agent, New Orleans, La.

J. D. Graves, Assistant General Freight Agent, New Orleans, La.
 Geo. H. Smith, General Passenger Agent, New Orleans, La.

R. J. Anderson, Assistant General Passenger Agent, New Orleans, La.

P. Millard, Purchasing Agent, New Orleans, La.

T. Y. Anderson, Land Commissioner, Birmingham, Ala.

Total mileage in Mississippi, 142.78.

MEMPHIS & CHARLESTON RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..	\$	286,160	04
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Total gross receipts from operation.....	\$	286,160	04
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Less operating expenses.....		153,021	77
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Income from operation.....	\$	133,138	27
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Income from other sources.....	\$	133,138	27
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Deductions from income:

Interest on funded debt accrued..	\$	54,000	00
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Taxes.....		7,628	29
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Permanent improvements.....		1,260	97
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Total deductions from income.....	\$	62,889	26
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Net income.....	\$	70,249	01
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Surplus from operation of year ending June 30, 1905	\$	70,249	01
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Surplus on June 30, 1904.....		136,199	53
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Additions for year.....		9,000	23
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Surplus on June 30, 1905.....	\$	215,948	77
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Percentage of expenses to receipts, entire line, 53.47 per cent.

Percentage of expenses to receipts, for Mississippi, 54.14 per cent.

NAMES AND ADDRESSES OF OFFICERS:

Samuel Spencer, President, New York, N. Y.

W. W. Finley, Second Vice-President, Washington, D. C.

R. D. Lankford, Secretary, New York, N. Y.

H. C. Ansley, Treasurer, Washington, D. C.

A. H. Plant, Auditor, Washington, D. C.

Total mileage in Mississippi, 34.10.

YAZOO & MISSISSIPPI VALLEY RAILROAD.

Total gross receipts from operation in Mississippi.....	\$ 6,453,757 26
Total gross receipts from operation.....	\$ 8,670,245 40
Less operating expenses.....	6,388,874 58
Income from operation.....	\$ 2,281,370 82
Interest on bonds owned.....	\$ 2,000 00
Miscellaneous income.....	846 67
Income from other sources.....	2,846 67
Total income.....	\$ 2,284,217 49
Deductions from income:	
Interest on funded debt accrued.....	\$ 1,265,185 50
Taxes paid.....	363,388 83
Other deductions, set aside to insurance fund.....	655,643 16
Total deductions from income.....	\$ 2,284,217 49
Surplus on June 30, 1904.....	\$ 1,152,877 06
Deductions for year.....	545,303 63
Surplus on June 30, 1905.....	\$ 607,573 43

Percentage of expenses, exclusive of taxes, to receipts, entire line, 73.69 per cent.

Percentage of expenses, exclusive of taxes, to receipts, Mississippi, 72.69 per cent.

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NAMES AND ADDRESSES OF OFFICERS:

Stuyvesant Fish, President, New York, N. Y.
 John C. Welling, Vice-President, Chicago, Ill.
 J. T. Harrahan, Second Vice-President, Chicago, Ill.
 M. Gilleas, Third Vice-President, Memphis, Tenn.
 W. J. Harrahan, Fourth Vice-President, Chicago, Ill.
 E. H. Wenman, New York, N. Y.
 E. T. H. Gibson, Treasurer, New York, N. Y.
 Charles N. Burch, General Solicitor, Memphis, Tenn.
 Con. F. Krebs, Comptroller, Chicago, Ill.
 C. W. Moore, Auditor of Disbursements, Chicago, Ill.
 J. T. Shepherd, Auditor of Freight Receipts, Chicago, Ill.
 A. D. Joslin, Auditor of Passenger Receipts, Chicago, Ill.
 I. G. Rawn, General Manager, Chicago, Ill.
 M. Gilleas, General Superintendent, Memphis, Tenn.

T. J. Hudson, General Traffic Manager, Chicago, Ill.
 General Freight Agents: C. C. Cameron, Memphis, Tenn.;
 W. M. Rhett, Chicago, Ill.
 S. G. Hatch, General Passenger Agent, Chicago, Ill.
 John A. Scott, Assistant General Passenger Agent, Memphis,
 Tenn.
 J. A. Osborn, General Baggage Agent, Chicago, Ill.
 E. P. Skene, Land Commissioner, Chicago, Ill.
 J. F. Merry, General Immigration Agent, Manchester, Iowa.
 J. C. Clair, Industrial Commissioner, Chicago, Ill.
 Total mileage in State of Mississippi, 1,026.60.

SOUTHERN RAILWAY COMPANY.

Total gross receipts from operation in Mississippi..	\$	824,636	52
Total gross receipts from operation.....	\$	824,636	52
Less operating expenses.....		671,692	57
Income from operation.....	\$	152,943	95
Income from other sources.....	\$	152,943	95
Deductions from income:			
Interest on funded debt accrued..	\$	10,000	00
Taxes.....		44,377	34
Permanent improvements.....		11,752	02
Total deductions from income.....		66,149	36
Net income.....	\$	86,794	59
Other payments from net income.....		86,794	59
Deficit on June 30, 1904.....		160,684	96
Deductions for year.....		8,908	20
Deficit on June 30, 1905.....	\$	169,593	16

Percentage of expenses to receipts, entire line, 81.45 per cent.

Percentage of expenses to receipts, for Mississippi, 86.83 per cent.

NAMES AND ADDRESSES OF OFFICERS:

Samuel Spencer, President, New York, N. Y.
 W. W. Finley, Vice-President, Washington, D. C.
 R. D. Lankford, Secretary, New York, N. Y.
 H. C. Ansley, Treasurer, Washington, D. C.
 A. H. Plant, Auditor, Washington, D. C.
 Total mileage in State of Mississippi, 236.52.

LOUISVILLE & NASHVILLE RAILROAD.

New Orleans & Mobile Division.

Total gross receipts from operation in Mississippi..\$ 1,079,458 27

Total gross receipts from operation.....\$ 2,054,545 63

Less operating expenses..... 1,278,557 21

Income from operation.....\$ 775,988 42

Total income\$ 775,988 42

Deductions from income:

Interest on funded debt accrued..\$ 360,000 00

Taxes..... 61,997 98

Total deductions from income..... 421,997 98

Net income.....\$ 353,990 44

Surplus for 1905.....\$ 353,990 44

Percentage of expenses, exclusive of taxes, to receipts, entire line, 62.23 per cent.

Percentage of expenses, exclusive of taxes, to receipts, Mississippi, 62.23 per cent.

NAMES AND ADDRESSES OF OFFICERS:

M. H. Smith, President, Louisville, Ky.

W. L. Napother, Vice-President, Louisville, Ky.

J. H. Ellis, Secretary, Louisville, Ky.

Total mileage operated in Mississippi, 73.74.

KANSAS CITY, MEMPHIS & BIRMINGHAM R. R. CO.

Income from lease of road.....\$ 597,932 42

Miscellaneous income 53,801 35

Total income.....\$ 651,733 77

Deductions from income:

Interest on interest-bearing current liabilities.....	\$ 460,414 60
Taxes.....	70,218 54
Other deductions.....	17,742 39
Total deductions from income.....	548,375 53
Net income.....	\$ 103,358 24
Surplus for 1905.....	\$ 103,358 24

NAMES AND ADDRESSES OF OFFICERS:

- A. J. Davidson, President, St. Louis, Mo.
 Robert Mather, First Vice-President, Chicago, Ill.
 C. R. Gray, Second Vice-President, St. Louis, Mo.
 A. L. Dodge, Third Vice-President, St. Louis, Mo.
 F. H. Hamilton, Secretary and Treasurer, St. Louis, Mo.
 A. Douglass, Fourth Vice-President, St. Louis, Mo.
 L. F. Parker, General Solicitor, St. Louis, Mo.
 Robert Mather, General Counsel, Chicago, Ill.
 T. D. Heed, Assistant Secretary and Assistant Treasurer, New York, N. Y.
 A. Douglass, General Auditor, St. Louis, Mo.
 Total mileage operated in Mississippi, 142.86.

SARDIS & DELTA RAILROAD.

Total gross receipts from operation in Mississippi..	\$ 15,653 12
Total gross receipts from operation.....	\$ 15,653 12

NAMES AND ADDRESSES OF OFFICERS:

- R. M. Carrier, President, Sardis, Miss.
 C. M. Carrier, Vice-President, Buffalo, N. Y.
 A. P. Steele, Secretary, Sardis, Miss.
 A. P. Steele, Treasurer, Sardis, Miss.
 A. W. Shands, General Counsel, Sardis, Miss.
 T. B. McCormick, General Manager, Sardis, Miss.
 L. P. Pan, General Superintendent, Sardis, Miss.
 A. P. Steele, Traffic Manager, Sardis, Miss.
 Total number of miles operated in Mississippi, 13.

ACCIDENTS, 1904, RESULTING IN DEATH OR INJURY.

ROADS.	Train-men.		Switch-men.		Station-men.		Shop-men.		Track-men.		Telegraph Employees.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I. C. R. R.	2	22	3	7	1		4	5	21				1	19	12	73
Y. & M. V. R. R.	4	21	4	2				3	11				4	19	15	53
M. & O. R. R.														7		7
Southern R. R.	1	16					1		7				2	1	3	25
N. O. & N. E. R. R.	2	49	1	19		5	79							60	3	212
A. & V. R. R.													2	23	2	23
A. G. S. R. R.			1	3										10	1	13
M. & C. R. R.		2							1					1		4
L. & N. R. R.	3	10												8	3	18
*K. C., M. & B. R. R.																
M., J. & K. C. R. R.								1	1						1	1
G. & S. I. R. R.	5	14							2		1		3	4	8	21
Miss. Central R. R.	1	5		1					3						1	10
N. C. & M. R. R.																
G. & C. R. R.																
Natchez & Southern R. R.																
Liberty-White R. R.																
Fernwood & Gulf R. R.																
Miss. Eastern R. R.																
*Sardis & Delta R. R.																
Total.....	18	139	9	32	1	6	84	9	46		1		12	152	49	460

* No report.

OTHERS, 1904.

ROADS.	Pass- engers.		Tres- passing.		Not Tres- passing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I. C. R. R.		10	15	14	3	5	18	29
Y. & M. V. R. R.		19	10	22	1	2	11	43
M. & O. R. R.					1		1	
Southern R. R.		20		5		3		28
N. O. & N. E. R. R.		5	7	8	2	8	9	21
A. & V. R. R.	1	5	1	8			2	13
A. G. S. R. R.			1	3			1	3
M. & C. R. R.		2	2	2			2	4
L. & N. R. R.		6	6	14			6	20
K. C., M. & B. R. R.								
M., J. & K. C. R. R.								
G. & S. I. R. R.	1		6	4		1	7	5
Miss. Central R. R.								
N. C. & M. R. R.								
G. & C. R. R.								
Natchez & Southern R. R.								
Liberty-White R. R.								
Fernwood & Gulf R. R.								
Miss. Eastern R. R.								
Sardis & Delta R. R.								
Total.....	2	67	48	80	7	19	57	166

RECAPITULATION FOR 1904.

	Killed.	Injured.
Passengers.....	2	67
Other persons trespassing.....	48	80
Other persons not trespassing.....	7	19
Total not employees.....	57	166
<i>Employees.</i>		
Trainmen.....	18	139
Switchmen.....	9	32
Stationmen.....	1	6
Shopmen.....	0	84
Trackmen.....	9	46
Telegraph employees.....	0	1
Other employees.....	12	152
Total employees.....	49	460
Total not employees.....	57	166
Grand total.....	106	626

ACCIDENTS, 1905, RESULTING IN DEATH OR INJURY.

ROADS.	Train-men.		Switch-men.		Station-men.		Shop-men.		Track-men.		Telegraph Employees.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I. C. R. R.	3	28							1	37			1	32	5	123
Y. & M. V. R. R.	11	76			5		21		5	35			1	25	17	144
M. & O. R. R.					2		6						4		4	
Southern R. R.	2	24														
N. O. & N. E. R. R.	1	36		13	1		9			5				5	2	44
A. & V. R. R.							100						2	46	3	195
A. G. S. R. R.		3											4	71	4	71
M. & C. R. R.		1												3		6
L. & N. R. R.		4														1
*K. C., M. & B. R. R.																4
M., J. & K. C. R. R.		9														
G. & S. I. R. R.	4	12					7			5			1		1	21
Miss. Central R. R.		6		3			43			34				14	4	103
N. C. & M. R. R.	1	1					3			4		1		2	3	16
†Natchez & Southern R. R.															1	4
†Liberty-White R. R.																
†Fernwood & Gulf R. R.																
†Miss. Eastern R. R.																
*Sardis & Delta R. R.																
†B. & P. R. R. R.																
Total.....	22	200		16	8		3	189	6	120	1		13	198	44	732

* No report.

† New roads.

OTHERS, 1905.

ROADS.	Pass- engers.		Tres- passing.		Not Tres- passing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
I. C. R. R.						2		2
Y. & M. V. R. R.	2	24	26	27	2	8	30	59
M. & O. R. R.					1		1	
Southern R. R.		20	2	5			2	25
N. O. & N. E. R. R.	1	2	9	12	1	3	11	17
A. & V. R. R.		8	2	5			2	13
A. G. S. R. R.		2	1	1			1	3
M. & C. R. R.						3		3
L. & N. R. R.		2	1	5			1	7
*K. C., M. & B. R. R.								
M., J. & K. C. R. R.								
G. & S. I. R. R.		5	3	2			3	7
Miss. Central R. R.		8						8
N. C. & M. R. R.								
Natchez & Southern R. R.								
Liberty-White R. R.								
Fernwood & Gulf R. R.								
Miss. Eastern R. R.								
*Sardis & Delta R. R.								
B. & P. R. R. R.			1				1	
Total	3	71	45	57	4	16	52	144

* No report

RECAPITULATION FOR 1905.

	Killed.	Injured.
Passengers	3	71
Other persons trespassing	45	57
Other persons not trespassing	4	16
Total not employees	52	144

Employees.

Trainmen	22	200
Switchmen	0	16
Stationmen	0	8
Shopmen	3	189
Trackmen	6	120
Telegraph employees	0	1
Other employees	13	198
Total employees	44	732
Total not employees	52	144
Grand total	96	876

TARIFFS

MISSISSIPPI RAILROAD COMMISSION.

CLASSIFICATION OF FREIGHT

GOVERNING

STATE TRAFFIC HAVING BOTH ORIGIN AND DESTINATION WITHIN THE STATE OF MISSISSIPPI, EXCEPT AS SHOWN BY THE TARIFFS FOREGOING AND APPROVED BY THE COMMISSION.

EXCEPTIONS.

Exceptions to this Classification will be found in Mississippi State Tariffs.

GENERAL RULES.

1. This Classification is subject to change without other notice than required by law.

2. Local rates will be charged on all shipments not covered by through bills of lading.

3. Contents of all packages, as near as practicable, must be stated in shipping receipt. When an article is differently classified, when differently prepared or packed, the actual character of the article must be specified, otherwise it will be charged at the highest class named on each article. No shipment will be accepted when designated on the shipping receipt as Merchandise (or "Mdse."), Sundries or Fancy Goods.

4. (a) Agents at points of shipment will take care to assure themselves that contents of packages are actually what they purport to be; if they have reason to suspect that an attempt is being made to deceive the carrier, or avoid proper classification, they will require an examination of contents, or other sufficient evidence that they are correctly described, before or after receipting for same. Should freight be incorrectly described and escape detection at shipping point, if the real character of the goods is discovered before delivery to consignee or to connecting road, charges will be collected according to proper classification. In case of loss or damage, owner will be paid for articles as called for by receipt or bill of lading given at time of shipment.

(b) Prepayment of freight charges must not be accepted at the receiving station upon any shipment, unless the agent is satisfied

that the article upon which the prepayment is tendered is correctly described in the shipping receipt.

5. Where the classification of any article provides for a "released" rate, the shipper or owner must execute a release on the usual form in order to secure such "released" rate. If the shipper or owner fails or refuses to execute the release, the "carrier's risk" rate must be charged; or if the Classification does not provide for a "carrier's risk" rate, 30 per cent more than the "released" rate must be charged. Where the property is charged for at the "carrier's risk" or higher rate, it will be transported at the carrier's liability, limited only as provided by common law and by the laws of the United States and of the several States, in so far as they apply.

6. Where the Classification provides for a reduced rate, based on a certain fixed valuation (in addition to the execution of the usual release), the following special release, containing the agreed valuation, must be written and signed by the shipper or owner upon the face of the bill of lading or shipping receipt:

"It is hereby agreed that the property herein designated is of the value of ----- and the rate of freight charged thereon is based on such agreed valuation, and on the condition that the carrier assumes liability only to the extent of such agreed valuation and no further."

7. No charges shall be advanced on shipments offered for transportation except the following, which must be identified by established tariffs or proper receipts, evidencing their correctness and legitimacy:

Proportions of connecting lines offering shipments.

Bridge tolls.

Actual transfers.

Icing charges on meats, fruits or other perishable property.

Feed charges on live stock.

8. On shipments consisting of more than one consignment, whether from one shipper to two or more consignees, or from two or more shippers to one consignee, charge for each consignment as a separate shipment.

9. The rate for the highest classed article must be charged on any package containing articles of more than one class.

10. (a) Any shipment which, in the judgment of the forwarding agent, would not bring, at forced sale, the amount of the freight charges at destination, must be prepaid or charges guaranteed.

(b) Articles on which prepayment is required may, on the approval of the general freight department of the road on which the freight originates, be forwarded on the guarantee of the shipper

that freight and charges will be paid at destination. Full explanation to be made on way-bills or manifests and transfer slips.

(c) When charges are not paid at destination on freight forwarded under guarantee, as provided in sections *a* and *b* of this Rule, each road shall look to its immediate connection for reimbursement; the initial company being finally liable for guarantee.

Request for protection of guarantee to be made within six months of date of shipment, otherwise initial carriers will be relieved from liability under same.

11. When parts or pieces constituting one or more complete articles are offered to carriers for transportation at one time, by one shipper, to one consignee and destination, they will be rated at the classification provided for the complete article, whether S. U. or K. D., as specified in the Classification.

12. When articles not specifically provided for, nor embraced in the Classification as articles "not otherwise specified," are offered for transportation, agents at points of shipment may use the classification applying on articles which, in their judgment, are analogous; but in such cases agents must report the facts to their superior officer of the freight department in order that if necessary the proper classification may be regularly established.

13. All articles will be charged at gross weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weights of the articles named below cannot be ascertained at point of shipment, or at destination, or in transit, the following estimated weights shall govern:

Cement, Portland, per barrel.....	400 lbs.
Cement, except Portland, per barrel.....	300 "
Clay, per cubic yard.....	3,000 "
Coal, per bushel.....	80 "
Coke, per bushel.....	40 "
Gravel, per cubic yard.....	3,200 "
Laths, green, per 1,000.....	530 "
Laths, seasoned, per 1,000.....	450 "
Lime, per bushel.....	80 "
Lumber, ash or black walnut, green, per 1,000 feet....	4,500 "
Lumber, ash or black walnut, seasoned, per 1,000 feet..	4,000 "
Lumber, elm, hickory or oak, green, per 1,000 feet....	6,000 "
Lumber, elm, hickory or oak, seasoned, per 1,000 feet..	4,500 "
Lumber, white pine or poplar, green, per 1,000 feet..	4,000 "
Lumber, white pine or poplar, seasoned, per 1,000 feet..	3,000 "
Lumber, yellow pine, green, per 1,000 feet.....	4,500 "

Lumber, yellow pine, seasoned, per 1,000 feet.....	4,000 lbs.
Lumber, N. O. S., green, per 1,000 feet.....	6,000 "
Lumber, N. O. S., seasoned, per 1,000 feet.....	4,000 "
Sand, per cubic yard.....	3,000 "
Staves, headings or hoop poles, green, car loaded to depth of forty-three inches, per car.....	30,000 "
Staves, headings or hoop poles, seasoned, car loaded to depth of fifty inches, per car.....	30,000 "
Stone, not dressed, per cubic foot.....	160 "
Tan bark, green, per cord.....	2,600 "
Tan bark, seasoned, per cord.....	2,000 "
Telegraph poles, fence posts or rails, per cord.....	3,500 "
Wood, green, per cord.....	3,500 "
Wood, seasoned, per cord.....	3,000 "

14. Bulk freights will not be taken in less than car load quantities, unless so specified in the Classification.

15. Shipments of freight, except articles classified as first-class or higher, which are not delivered at destination, whether through commercial failure of consignees or similar cause, may be returned at one-half rates between points governed by this Classification; provided that the full amount of freight charges in both directions shall have been paid or guaranteed by owners, and provided, further, that such return is made within thirty days of arrival at destination. Billing for the return shipment must show proper reference to the original billing. The foregoing shall not apply on machinery, agricultural implements or other articles returned for repairs.

16. Articles offered to carriers for transportation at the rating provided for same in the Classification when racked or crated, must be enclosed to an extent sufficient to hold the frame work together, and protect the property during the process of transportation. Nailing strips on or to the articles, forming a partial protection only, will not be sufficient to entitle the property to the rating provided therefor when racked or crated.

17. (a) The classification of articles "in the rough" applies to such articles when sawed, hewn or planed, and before any further manufacturing process has begun.

NOTE—Unless otherwise specifically provided, the classification of articles "in the rough", as defined in Rule 17 (a), will not apply upon articles which, in addition to being sawed, hewn, or planed, are bent, as the bending process advances the stage of manufacture and renders the articles properly subject to the classification provided for same "in the white."

(b) The classification "in the white" applies after the manufacturing process has begun (and may include one coat of priming), but when the article has not been painted or varnished.

(c) The classification "finished" applies to the article after it has passed the stage of manufacture covered by Sections *a* and *b* of this Rule.

18. Special arrangements not in conflict with agreed rates must be made before shipping heavy machinery and castings, engines, boilers, agricultural implements and other articles of a bulky nature, and all other articles weighing over 2,000 pounds; and for handling such articles extra charges may be made at the following rates:

Articles weighing over 2,000 lbs. and not over 3,000 lbs.....	\$3 00
Articles weighing over 3,000 lbs. and not over 4,000 lbs.....	5 00
Articles weighing over 4,000 lbs. and not over 5,000 lbs.....	7 00
Articles weighing over 5,000 lbs. and not over 6,000 lbs.....	8 00
Articles weighing over 6,000 lbs. and not over 7,000 lbs.....	10 00
Articles weighing over 7,000 lbs. subject to special contract.	

19. Where consignees or their agents sign receipts for property "in good order and condition" it is understood that such receipt releases the carrier or carriers from all claims for concealed loss or damage. It is the duty of consignees or their agents, before signing such receipts, to examine packages, and where they are not in good order and condition, to so endorse on the freight receipt before signing. Their failure to do so releases the carrier or carriers from liability for concealed loss or damage.

20. A ton is 2,000 pounds, unless otherwise specified.

RULES GOVERNING CAR LOAD SHIPMENTS.

21. (a) Car load rates shall apply only when a car load of freight is shipped from one station, in one day, by one shipper, to one consignee and destination. Only one bill of lading shall be issued for any such car load shipment,

(b) Agents at destination must not distribute car load shipments of freight to two or more consignees.

(c) Unless otherwise specified in the Classification, the minimum car load weight of all articles shall be 24,000 pounds, or twelve tons where the rate applies per net or gross ton.

(d) When a lot of freight in packages, pieces or parts (not in bulk), entitled to the car load rate, exceeds a full car load or car loads, the car load rate shall be charged on each car fully loaded, and the excess shall be charged for at the car load rate and at actual weight, except as otherwise provided in Classification.

Actual weight must be charged for when in excess of the minimum weight.

22. (a) The charge for less than a car load shall not exceed the established minimum charge for a car load of the same freight; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less than car load shipment.

(b) When no car load rate is specified for an article, the L C L rate shall be charged for any quantity of the article.

23. (a) If articles on account of length require two or more cars to transport them, the aggregate actual weight shall be charged for, subject to the aggregate specified minimum car load weights for all the cars used, unless otherwise specified in the Classification.

(b) Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided that in no case shall the charge on a single consignment be less than for 4,000 pounds at the first-class rate.

24. Owners will be required to load and unload bulk freight in car loads, unless otherwise provided by special agreement.

25. Where shipments of fresh meat and other property in refrigerator cars are made, requiring re-icing in transit, the bills of lading therefor must provide that the cost of re-icing shall follow the property and be collectable at destination. They must also specify the points at which re-icing is to be done, which information must also be given on the original and memorandum way-bill and car card. Bills made for icing must accompany the shipments and show the number of pounds placed in the car at each point. Delivering roads will re-ice car load shipments of fresh meat in transit, except where there is a special agreement to the contrary.

26. Cars must not be loaded in excess of their safe carrying capacity, as prescribed by the rules of the various carriers; and in all cases where any car or cars may be loaded above such safe carrying capacity, the excess shall be charged for at double the car load rate.

CAR SERVICE, TRACKAGE AND STORAGE CHARGES.

27. All property shipped in car loads shall be subject to the car service and trackage charges of the forwarding and delivering lines. All property shipped in L C L quantities shall be subject to the storage charges of the delivering carrier.

CLASSIFICATION.

EXPLANATION OF CHARACTERS.

- 1 \ stands for First-Class.
- 2 stands for Second-Class.
- 3 stands for Third-Class.
- 4 stands for Fourth-Class.
- 5 stands for Fifth-Class.
- 6 stands for Sixth-Class.
- 1½ stands for 1½ Times First-Class.
- D1 stands for Double First-Class.
- 3T1 stands for Three Times First-Class.
- 4T1 stands for Four Times First-Class.
- A, B, C, D, E, F and H stand for Classes A, B, C, D, E, F and H, respectively.
- S stands for Special.
- L C L stands for Less than Car Load.
- C L stands for Car Load.
- N O S stands for Not Otherwise Specified.
- K D stands for Knocked Down.
- O R B stands for Owner's Risk of Breakage.
- O R L stands for Owner's Risk of Leakage.
- O R C stands for Owner's Risk of Chafing.

	Class.	Class, if Re- leased. (See Rule 5.)
A		
Accoutrements, military.....	1	-----
Acid (see Rules 29 and 31), viz.:		
Acetic.....	D1	2
Carbolic.....	3	-----
Carbolic, in iron drums, L C L.....	3	5
Same, C L.....	4	6
Carbonic, N O S, L C L.....	2	-----
Same, C L.....	5	-----
Cresylic; same as Acid, carbolic.		
Dry.....	3	-----
Lactic, in kegs or barrels, L C L.....		2
Same, C L.....		5
Muriatic, in carboys, boxed, ship's option, L C L.....	D1	2
Same, C L.....	2	4
Phosphate and dissolved bone; same as Fertilizers.		
Phosphoric, in glass, packed in baskets or in boxes		1
Stearic, in barrels.....	3	6
Sulphuric, in carboys, boxed, ship's option, L C L.....	D1	2
Same, C L.....	2	4
Sulphuric, in iron casks or drums, L C L.....	3	5
Same, C L.....	3	6
Sulphuric, in tank cars.....	6	-----
N O S.....	D1	-----
Aerated waters (such as Moxie); see Waters.		
Agate ware, granite or enameled ware, iron or steel, boxed.....	2	-----
Same, stamped.....	3	-----
Agate ware, granite or enameled ware, iron or steel, plain or stamped, C L, minimum weight 20,000 lbs.		4
AGRICULTURAL IMPLEMENTS, C L, owners to load and unload, viz.:		
Cleaners, tobacco, minimum weight 15,000 lbs....	3	4
Disc harrows, set up.....	3T1	D1
Same, knocked down, packed.....	1	3
Elevators, for cotton, manufactured of iron and wood, knocked down.....	4	-----
Evaporators, sugar, manufactured of iron, mini- mum weight 20,000 lbs.....	3	4
Granulators, tobacco, minimum weight 15,000 lbs..	3	-----
Harvesters and pickers, cotton, minimum weight 15,000 lbs.....	2	3
N O S, minimum weight 20,000 lbs.....	4	6
AGRICULTURAL IMPLEMENTS, L C L (see Rules 19 and 24), viz.:		
Carriers and hoisters, hay, iron.....	3	-----
Cleaners, cotton seed.....	1½	1
Cleaners, tobacco.....	2	-----
Corn huskers; see Huskers, corn.		
Cotton choppers; same as Cultivators.		

	Class.	Class, if Re- leased. (See Rule 5.)
Cotton gins, feeders and condensers.....	2	3
Cotton seed crushers and separators; see Crushers and separators—cotton seed.		
Cradles, grain, set up.....	3T1	D1
Same, knocked down, in bundles or boxes.....	1	2
Crushers, corn and cob.....	3	-----
Crushers, hullers and separators, cotton seed; see Machinery.		
Cultiyators, set up.....	3T1	D1
Same, knocked down, packed.....	1	3
Cutters, ensilage, straw, stalk and hay.....	1½	-----
Same, knocked down, in bundles or crates.....	2	-----
Same, knocked down, packed.....	3	-----
Diggers, potato; same as Plows, N O S.		
Distributors, guano, set up.....	1½	1
Same, knocked down.....	2	-----
Dog powers, N O S.....	1	-----
Drills, grain, set up.....	1½	1
Same, knocked down, packed.....	1	2
Dusters, bran, set up.....	3T1	D1
Same, knocked down, packed.....	2	-----
Elevators, for cotton, manufactured of wood and iron, set up.....	D1	-----
Same, knocked down.....	3	-----
Elevators or carriers for feeding lint to cotton gins.	2	3
Evaporators and steamers, feed.....	1½	1
Evaporators, fruit.....	1½	1
Evaporators, sugar, manufactured of iron, set up.	D1	1½
Same, boxed or crated.....	1	2
Fans, wheat.....	3T1	D1
Feather renovators; same as Mills, fanning.		
Flues, lint.....	2	3
Forks, hay and manure, in bundles.....	3	-----
Furnaces, evaporator.....	1	-----
Granulators, tobacco.....	2	-----
Harrows, N O S, and harrow frames.....	3	4
Harrow teeth; see Iron and steel articles.		
Harvesters and pickers, cotton.....	1½	1
Harvesters, N O S; see Mowing machines.		
Hoes, in bundles.....	3	-----
Hoes, without handles, in barrels or casks.....	4	-----
Hoisters, hay; see Carriers.		
Horse powers, railroad or endless chain.....	1½	-----
Horse powers, knocked down.....	2	-----
Hullers, clover.....	1½	1
Hullers, pea.....	1½	-----
Hullers, rice, iron, set up.....	1	2
Same, K D, packed or crated.....	3	4
Huskers, corn.....	1	-----
Knives, hay, packed.....	2	-----
Machines, hemp.....	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Machines, K D, mowing and reaping, loose and small parts, boxed.....	1	2
Machines, smut.....	3	
Manure spreaders, set up.....	1½	1
Manure spreaders, knocked down.....	2	3
Mills, burr-stone, portable.....	3	
Mills, cane, cast iron, minimum weight, 350 lbs. each.....	5	
Mills, cane, N O S.....	3	4
Mills, cob.....	4	
Mills, corn.....	3	4
Mills, fanning, set up.....	3T1	D1
Same, knocked down flat, tied in bundles.....	1½	1
Mills, hominy.....	3	4
Mills, sorghum.....	3	4
Mills, sugar, with trains.....	3T1	D1
Mowers, lawn.....	1	
Mowing and reaping machines, binders and harvesters, whether combined or separated, set up.....	1½	1
Same, knocked down and fully boxed.....	3	
Planters, corn and cotton, set up.....	1½	1
Same, knocked down, in bundles or boxes.....	2	
Planters, potato; same as Plows.....		
Plow handles, boxed, crated or in bundles.....	4	
Plow parts, iron; see iron and steel articles.....		
Plow singletrees.....	4	5
Plows, gang and sulky, set up.....	3T1	D1
Same, knocked down.....	4	
Plows, N O S, set up.....	1	2
Same, knocked down.....	4	
Presses, cider.....	4	
Presses, hay and cotton, set up.....	D1	
Same, knocked down.....	4	
Pruners, tree, in bundles.....	1	
Purifiers, middlings.....	3T1	D1
Rakes, hand, in bundles.....	3	
Rakes, horse, set up.....	1½	1
Same, knocked down, well packed.....		3
Rollers, field and road.....	3	
Scrapers, road and pond.....	3	
Screws, wooden, for cotton presses, loose or packed.....		4
Scythes, in bundles.....	1	
Scythes, in boxes.....	2	
Scythes, snath.....	1	
Separators.....	1	
Separators, rice, set up.....	1½	2
Same, K D, packed.....	1	1½
Separators and crushers, cotton seed; see Crushers and separators, cotton seed.....		
Shellers, corn, hand, packed.....	1	2

	Class.	Class, if Re- leased. (See Rule 5.)
Shellers, corn, power, detachable parts taken off and packed.....	1	-----
Shovels and spades, in bundles.....	3	-----
Sprayers, garden, knocked down, completely boxed.....	-----	1
Straw stackers.....	1	-----
Tedders, horse; same as Rakes, horse.....	-----	-----
Threshers.....	1	-----
Transplanters, set up.....	D1	-----
Same, knocked down.....	1	-----
Wheels, agricultural implements, iron.....	3	5
Wood, in shape for implements, N O S, boxed, crated or in bundles.....	4	-----
Alabastine; see wall finish.....	-----	-----
Alcohol, wood, in wood.....	3	4
Alcohol, N O S; see Liquors.....	-----	-----
Ale, beer and porter (see Rule 26), viz.:	-----	-----

NOTE—No freight charges to be made for ice in same car with ale, beer or porter, in carloads, necessary to preserve it in transit, 4,000 pounds to be the maximum weight of ice and packing carried free in any car of ale, beer or porter; but this allowance shall not be construed as permitting any ale, beer or porter to be carried free, if less than 4,000 pounds of ice and packing be loaded in the car. Ice must not be transported free with less than carload shipments of ale, beer and porter. Carload shipments of ale, beer and porter in refrigerator cars shall be billed at the ascertained weight of contents, after deducting 4,000 pounds for ice and packing (or the actual weight of the ice and packing if less than 4,000 pounds) and at the established rates applying on ale, beer and porter in carloads. No claim for reduction, if billing made on this basis shall be allowed, unless it can be shown that the weights were incorrectly taken.

The following rule will apply in ascertaining the weight on beer in carloads containing ice or other packing:

The car of beer shall be weighed on track scales at originating point, and when iced in transit, also at destination. The weight of the beer shall be ascertained by taking a count of the packages contained in the car, computed at the estimated weights per package as shown in the Classification, when the difference between the estimated weight and the scale weight does not amount to 4,000 pounds. Should the difference between the scale weight and the estimated weight be

	Class.	Class, if Re- leased. (See Rule 5.)
more than 4,000 pounds, said difference shall be charged for at the rate applicable on beer.		
If, on weighing the car at destination, there is found to be a greater difference than 4,000 pounds (allowed for ice and packing) between the scale weight at destination and the billed weight, said difference shall be charged for at the rate applicable on beer.		
In wood (estimated weights: barrel, 350 lbs.; half barrel, 180 lbs.; quarter-barrel, 100 lbs.; eighth-barrel, 50 lbs.) L C L-----	2	4
Same, C L (estimated weights: barrel, 350 lbs.; half-barrel, 180 lbs.; quarter-barrel, 100 lbs.; eighth-barrel, 50 lbs.), minimum weight 20,000 lbs.-----	4	E
In glass, packed, securely wired and sealed or locked, L C L-----	2	4
Same, C L, minimum weight 20,000 lbs.-----	4	E
In wood and in glass, packed, mixed C L, minimum weight 20,000 lbs-----	4	E
Ale, ginger, in glass, packed, securely wired and sealed or locked, L C L-----	2	4
Same, C L, minimum weight 20,000 lbs.-----	4	E
Ale and beer packages, empty, returned, including barrels, half-barrels, kegs and bottles in cases, will take the same rate any quantity as applies on beer C L, in the same class of package, in the reverse direction; the rate not to be higher, in any case, than on new packages. (Estimated weights: barrels, 100 lbs.; half-barrels, 50 lbs.; kegs and quarter-barrels, 30 lbs.; eighth-barrels, 20 lbs.)		
Alleys, bowling; see Bowling alleys.		
Almanacs and trade circulars, prepaid-----	2	-----
Alum, lump or ground, in barrels or casks-----	6	-----
Alum, N O S-----	4	-----
Alumina, sulphate of; same as Alum.		
Aluminum, in slabs or ingots, packed in boxes or barrels-----	1	-----
Aluminum alloy metal, in boxes or crates, L. C. L-----	4	-----
Same, C L-----	5	-----
Aluminum, chloride of (liquid), in barrels, L C L-----		3
Same, in carboys, L C L-----		1
Same, in barrels or carboys, C L-----		5
Aluminum ware, consisting of culinary and similar articles, packed-----	1½	-----
Ammonia, viz.:		
Anhydrous, in wrought iron cylinders, not boxed, or in iron tubes, boxed, L C L-----	1	2
Same, C L-----	2	3
Aqua, in glass, packed-----	3	4
Aqua, in iron casks-----	5	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Aqua, in iron tubes.....	1	2
Dry, in jars, packed.....		1½
Same, in boxes, barrels, kegs or bags.....		2
Sulphate of, L C L.....	5	
Same, C L.....	6	
Sulphate of, when shipped to fertilizer factories; same as Fertilizers.		
Ammonia water casks; see Casks.		
Ammunition, N O S.....	1	
Anchors; see Iron and steel articles.		
Animal pokes; see Pokes, animal.		
Annealing boxes; see Boxes.		
Antikalsomine or diamond wall finish; see Wall finish.		
Antimony, crude.....	3	
Antimony, metal.....	4	
Antimony salts; see Salts.		
Anvils; see Iron and steel articles.		
Apples; see Fruit.		
Apple parers, boxed.....	2	
Aprons, vehicle seats; see Vehicle material.		
Argols, in boxes, barrels or casks.....	4	
Arsenic, crude, in kegs, boxes or barrels.....	3	
Artists' stretchers; same as Picture frames.		
Asbestos, in barrels or casks, L C L.....	5	
Same, C L.....	6	
Asbestos, in boxes, kegs, sacks or bales, L C L.....	4	
Same, C L.....	5	
ASBESTOS PRODUCTS, viz.:		
Building felt and sheathing, in rolls, covered, reels or cases, L C L.....	4	
Same, C L.....	5	
Cement, dry, in bags, barrels, kegs or casks, L C L.....	4	
Same, C L.....	6	
Fire felt pipe covering, in sections, in sheets, boxed or crated, L C L.....	5	
Fire felt pipe covering, C L.....	6	
Mill boards; same as Packing.		
Moulded sectional covering, pipe, in boxes or crates, L C L.....	5	
Same, C L.....	6	
Packing pipe, in rolls, reels or cases, L C L.....	4	
Same, C L.....	5	
Roof coating, in kegs, kits or barrels, value lim- ited to 20 cents per gallon (see Rule 6), L C L.....	5	
Same, C L.....	6	
Roofing, in rolls, crated, or in cases, any quantity. N O S, L C L.....	6	
N O S, C L.....	4	
Asbestos rock, L C L.....	5	
Same, C L, same as Iron, special.	4	

	Class.	Class, if Re- leased. (See Rule 5.)
Ashes, cotton seed; same as Meal and hulls, cotton seed; see Fertilizers.		
Ashes or cinders, wood; see Fertilizers.		
Ashes, tan-bark; see Fertilizers.		
Asphalt, slag roofing; see Roofing.		
Asphaltum, packed, L C L	6	
Same, C L	A	
Awning frames and fixtures; see Iron and steel articles.		
Awnings, vehicle; see Vehicle material.		
Axes	4	
Axles, iron, car, carriage and wagon; see Iron and steel articles.		
B		
Babbitt metal, viz.:		
In slabs, L C L	4	
Same, C L	6	
In boxes, barrels or casks, L C L	5	
Same, C L	6	
Backbands, made of cotton webbing; see Dry goods.		
Bacon; see Meats.		
Baggage, army	1	
Baggage, personal effects; see Trunks.		
BAGGING, viz.:		
Oil press		1
In bales, foreign, to be used for baling cotton	A	
In bales, old	A	
In bales or rolls, N O S	1	2
In rolls (for covering cotton), jute or pine fibre, or composed of wire, warp and asbestos	A	
Bags, viz.:		
Burlap	6	
Cotton	5	
Gunny	6	
Paper	6	
Second hand, empty, returned, cement, clay, grain, fertilizer, plaster, and cotton seed meal, made of cotton, burlap, gunny or jute, in bundles	A	
Traveling	1	
Baking powders; see Powders.		
Balconies, portable	1	3
Ballast unloaders, L C L	3	
Same, C L	5	
Balloon and parachute outfit, viz.:		
K D, in packages, L C L	D1	
Same, C L	4	
Balls, base	1	
Balusters; see Woodwork.		
Bananas; see Fruit.		

	Class.	Class, if Re- leased. (See Rule 5.)
Barilla.....	3	-----
Bark, ground, in bags, barrels or casks.....	4	-----
Bark, tan, packed, L C L.....	5	-----
Bark, tan, C L; see special rates.		
Bark, N O S, in boxes, bags or barrels.....	2	-----
Bark extract, for tanning only, viz.;		
NOTE—Bark extract, in barrels, and tan bark, packed, mixed carloads, may be carried at car- load rates on bark extract.		
In glass, packed.....	2	-----
In wood, L C L.....	5	-----
In wood, C L.....	6	-----
Bark extract for dyeing purposes; same as Dye stuff, N O S.....		
Barley, N O S; same as Grain.		
Barley, pearl.....	3	-----
Barn-door hangers and tracks; see Iron and steel articles.		
Barns, tobacco, complete; same as Houses, portable.		
Barrel covers; see Covers.		
Barrel followers or presses, wooden.....	1	-----
Barrel material.....	A	-----
Barrel racks and stands; see Racks.		
BARRELS, EMPTY (see Rule 30), viz.:		
Barrels, half-barrels and kegs, ale and beer (esti- mated weights: barrels, 100 lbs.; half-barrels, 50 lbs.; kegs and quarter-barrels, 30 lbs.; eighth- barrels, 20 lbs.).....	E	-----
Barrels, fruit, patent, K D, L C L.....	4	-----
Same, C L, minimum weight 24,000 lbs.....	6	-----
Barrels, half-barrels and kegs, N O S, L C L.....	2	-----
Same, C L, minimum weight 10,000 lbs.....	6	-----
Kegs, N O S, in crates.....	3	-----
Barrels, paper, not nested.....	4T1	-----
Barrels, paper, nested, packed.....	2	-----
Casks for wine, beer or other liquids, requiring transportation on open cars, minimum weight 5,000 lbs. charged for.....	1	-----
BARRELS, EMPTY, RETURNED (see Rule 30), viz.:		
Bark, extract, returned over same route as for- warded filled, prepaid, L C L.....	4	-----
Same, C L, minimum weight 10,000 lbs.....	6	-----
Barrels, half-barrels and kegs, ale and beer (esti- mated weights: barrels, 100 lbs.; half-barrels, 50 lbs.; kegs and quarter-barrels, 30 lbs.; eighth- barrels, 20 lbs.); see Ale and beer packages, re- turned.		

	Class.	Class, if Re- leased. (See Rule 5.)
Barrels or tierces, lard, returned by same route as forwarded filled, L C L.....	4	-----
Same, C L, minimum weight 10,000 lbs.....	6	-----
Mineral water barrels, returned by same route as passed over when filled, L C L.....	4	-----
Same, C L, minimum weight 10,000 lbs.....	6	-----
Vinegar barrels, returned by same route as passed over when filled, prepaid or guaranteed, L C L.....	4	-----
Same, C L, minimum weight 10,000 lbs.....	6	-----
Whiskey barrels, returned by same route as passed over when filled (the rate not to be higher in any case than on new barrels).....	H	-----
N O S; same as Barrels, empty.		
Barrows, furnace charging; see Vehicles.		
Barytes, L C L.....	6	-----
Basket material, N O S (not rattan, reed or willow), in bundles, L C L.....	4	-----
Same, C L.....	6	-----
Baskets, cotton, folding (wooden rim with burlap body), viz.:		
Set up, not nested, L C L.....	D1	-----
Set up, nested, L C L.....	1	-----
Knocked down, packed or in bundles, L C L.....	5	-----
Set up or knocked down, packed or in bundles, C L.....	6	-----
Fruit, berry and vegetable, nested solid, either in cases or securely fastened, L C L.....	2	-----
Fruit, berry and vegetable, in bundles, not nested, L C L.....	D1	-----
Fruit, berry and vegetable, C L, minimum weight 15,000 lbs.....	A	-----
Tobacco, with or without handles, nested or in bundles.....		1
N O S, not packed.....	3T1	-----
N O S, packed.....	D1	-----
N O S, nested.....	D1	-----
Bath tubs; see Tubs.		
Bats, baseball, L C L.....	3	-----
Same, C L.....	5	-----
Batteries, electric storage; see Electric batteries.		
Battery jars; see Glass and glassware.		
Battery zincs; see Zincs.		
Batting, cotton, viz.:		
Pressed in bales.....	4	-----
Packed and covered; same as in bales.		
N O S.....	2	-----
Beams; see Machinery, cotton and woolen.		
Beans, viz.:		
Castor, dry, in boxes.....	2	-----
Same, in barrels or sacks.....	5	-----
Tonqua, in boxes or barrels.....	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Velvet; same as Cow peas.		
N O S, dried, in boxes	2	-----
N O S, dried, in barrels and sacks	5	-----
Bed cord; see Rope.		
Bed fasteners; see Iron and steel articles.		
Bed and bedsteads; see Furniture.		
Bed bottoms, spring; see Furniture.		
Beef; see Meats.		
Beef extract; see Extracts.		
Beer; same as Ale.		
Beer tonic, viz.:		
In glass, packed, securely wired, sealed or locked,		
L C L	2	4
Same, C L, minimum weight 20,000 lbs.	4	E
In wood (estimated weights: barrels, 350 lbs.; half barrels, 180 lbs.; quarter-barrels, 100 lbs.; eighth barrels, 50 lbs.), L C L	2	4
Same, C L, minimum weight 20,000 lbs.	4	E
In wood and glass, packed, mixed, C L, minimum weight 20,000 lbs.	4	E
Bee comb, bee comb foundation, boxed or crated		3
Beehives, empty, set up	1	-----
Beehives, knocked down, crated	6	-----
Bee smokers, boxed	1	-----
Beer carriers, empty (wooden)	2	-----
Beeswax; see Wax.		
Bees, in hives (man in charge passed free going, but must pay full fare returning), C L, minimum weight 30,000 lbs.		4
Bees, in hives, L C L, not taken.		
Beets; see Vegetables.		
Bellows	1	-----
Bells, bell metal or brass	1	-----
Bells, iron; see Iron and steel articles.		
Belt dressing; see Dressing.		
Belting, viz.:		
Chain; see Iron and steel articles.		
Cotton, in rolls or boxed or crated	4	-----
Leather	2	-----
Rubber	3	-----
Benders, rail; see Iron and steel articles.		
Benzine; see Oil, coal.		
Berries; see Fruit.		
Bicycles; see Vehicles.		
Bicycle stands or racks, iron or wooden, set up	D1	-----
Same, knocked down	1	-----
Billiard tables and billiard table beds; see Furni- ture.		
Binders; see Agricultural implements.		
Binders' boards; see Paper.		
Bins, fruit	1½	1
Bird food and bird seed, in packages		2

	Class.	Class, if Re- leased. (See Rule 5.)
Bird gravel or sand, in packages.....		3
Birds, stuffed, in boxes.....	3T1	
Biscuit machines; see Machinery and machines.		
Bitters; see Liquors.		
Blackboards, slate or wooden, O R B, O R C.....	1	2
Blackboard erasers, boxed.....	2	
Blacking, harness, shoe and stove, in glass, packed.....	3	
Blacking, harness, shoe and stove, except in glass, packed.....	4	
Black lead; see Lead.		
Blankets; see Dry goods, N O S.		
Blinds, venetian, packed, in crates or boxes.....	1	
Blinds, doors and frames, L C L.....	3	4
Same, C L, minimum weight 20,000 lbs.....	6	
Blocks, viz.:		
Butcher's, wooden.....	5	
Collar, wooden, partly knocked down, detachable parts removed and tied in bundles.....	2	
Hat, in boxes, barrels or crates.....	3	
Last, wooden, in the rough, boxed or crated.....	4	
Pulley; see Machinery and machines.		
Polishing, wire or wire and wood combined, packed.....		2
Shuttle, rough, L C L.....	3	
Same, C L.....	6	
Toy; see Toys.		
Wooden paving; same as Lumber.		
Blood, dried, for fertilizer purposes, C L; see Fer- tilizers.		
Blooms; see Iron and steel articles.		
Blowers, rotary; see Machinery and machines.		
Bluestone or blue vitriol, viz.:		
Dry, in barrels or casks.....	6	
N O S, in barrels or casks.....	5	
In boxes or kegs.....	2	
Bluing, viz.:		
Dry, packed.....	1	
Liquid, in glass, packed.....	1	2
Liquid, in wood.....	4	
Board, scale, L C L.....	3	
Same, C L.....	5	
Boards, cutting, glass, in crates or bundles.....	3	
Boards, ironing; see Ironing boards.		
Board, leather, packed.....	4	
Boats (see Rule 24), viz.:		
Canvas.....	D1	
Common, wooden, L C L.....		D1
Common, wooden, when flat cars are required, C L.....		5
Metallic, life; same as Boats, row.....		
Racing.....		4T1
Row, when loaded in box cars, L C L.....	4T1	

	Class.	Class, if Re- leased. (See Rule 5.)
Row, when flat car is required, minimum weight 10,000 lbs.-----		2
Row, when two flat cars are required, minimum weight 10,000 lbs. to each car.-----		2
Row, C L, minimum weight 20,000 lbs.-----		3
Sectional, taken apart, sections nested.-----	D1	
Steam yachts, minimum weight 10,000 lbs.-----	2	
Entirely taken apart and knocked down flat, crated or boxed, L C L-----	1	
Same, C L, minimum weight 16,000 lbs.-----	3	
Bobbins; see Machinery, cotton and woolen.		
Bodies, vehicle; see Vehicle materials.		
Boiler compounds.-----	3	4
Boiler flues; see Flues.		
Boilers, bath and range, L C L-----	2	3
Same, C L-----	4	5
Boilers, N O S; see Machinery and machines.		
Bolts; see Iron and steel articles.		
Bon-bons, soda; same as Confectionery.		
Boneblack.-----	3	
Bones and bone dust; see Fertilizers.		
Bonnets; same as Dry goods, N O S.		
Book-cases; see Furniture.		
Books.-----	1	
Booths, viz.:		
Police, sheet iron; see Iron and steel articles.		
Popcorn; same as Houses, portable.		
Voting, iron or steel; see Iron and steel articles.		
Boots and shoes.-----	1	
Borax, packed.-----	4	
Bottle covers; see Covers.		
Bottle racks; see Racks.		
Bottles; see Glass and glassware.		
Bottling apparatus; see Machinery and machines.		
Bowling alleys, in boxes, bundles or crates, L C L-----	2	4
Same, C L-----	4	6
Bows; see Vehicle materials.		
Box or barrel covers, with glass panel inserted; see Covers.		
Box material, viz.:		
Cigar, knocked down flat, crated or in bundles, strapped, owner's risk of wet, warping or splitting, L C L-----	3	
Same, C L-----	5	
N O S-----	A	
Box rods, wagon; see Iron and steel articles.		
Box straps; see Iron and steel articles.		
Boxes, empty, viz.:		
Annealing, L C L-----	3	
Same, C L-----	5	

	Class.	Class, if Re- leased. (See Rule 5.)
Banana, cylindrical, L C L	1½	
Same, C L, minimum weight 15,000 lbs.	6	
Berry and vegetable crates, knocked down and folded, L C L	2	
Same, C L, minimum weight 15,000 lbs.	A	
Cigar, packed, L C L	D1	
Egg cases, L C L	1	
Fruit, N O S, L C L	1	
Gas purifier; see Gas purifier boxes.		
Leatheroid; same as Paper boxes.		
Match, wooden, L C L	2	
Orange, cylindrical, L C L	1½	
Same, C L, minimum weight 15,000 lbs.	6	
Paper, not nested, packed, L C L	3T1	
Paper, nested, and packed in boxes, barrels or crates, L C L	2	
Paper, folding, knocked down, packed, L C L	2	
Paper, packed, C L, minimum weight 10,000 lbs.	4	
Post-office letter	2	
Safe deposit, iron or steel; see Iron and steel articles.		
Spindle (used in shipping spindles); same as Boxes, N O S.		
Tobacco, tin, L C L	1	
Same, C L, minimum weight 20,000 lbs.	4	
Tobacco, wooden, L C L	1	
Same, C L, minimum weight 15,000 lbs.		A
N O S, L C L	1	
N O S, C L, minimum weight 15,000 lbs.	A	
Boxes, empty, returned, viz.:		
Ale, beer and porter, returned, with empty bot- tles; see Ale and beer packages.		
Cracker, biscuit or bread boxes, cases (or cans in cases), L C L	4	
Same, C L, minimum weight 15,000 lbs.	5	
Meat boxes, empty, meat hooks and meat racks returned in refrigerator cars in which origi- nally forwarded and via the same route (to be considered part of the equipment of the refrig- erator car in which originally forwarded) may be handled free, provided they are returned as above and treated the same as the empty car without way-billing, no bill of lading or receipt to be issued and no risk or liability to be as- sumed therefor.		
Packing, L C L	4	
Same, C L, minimum weight 15,000 lbs.	5	
Refrigerator boxes, L C L	4	
Same, C L, minimum weight 15,000 lbs.	5	
Soda water, returned with empty bottles	4	E

	Class.	Class, if Re- leased. (See Rule 5.)
Wooden, folding delivery, L C L.....	2	-----
N O S; same as Boxes, empty.		
Boxes, vehicle iron; see Iron and steel articles.		
Brackets, insulator; see Telegraph.		
Brackets, shelf; see Iron and steel articles.		
Brake beams, ratchets and shoe; see Iron and steel articles.		
Brake equipment, air, steam and electric car, N O S, packed, L C L.....	3	-----
Same, C L.....	4	-----
Brakes, wagon; see Iron and steel articles.		
Bran; see Millstuff.		
Brandy; see Liquors.		
Brass, viz.:		
Ashes or residue, L C L.....		4
Same, C L.....		6
In ingots.....	2	-----
Scrap, loose.....	2	-----
Scrap, packed.....	5	-----
N O S, in boxes, barrels or casks.....	2	-----
Brass bearings, in boxes, barrels or casks.....	2	-----
Brass fittings; see Fittings.		
Brass pipe; see Pipe.		
Brass vessels, in boxes, barrels or casks.....	2	-----
Bread, St. John's, in boxes or barrels.....	1	-----
Bread, N O S; same as Crackers.		
Bread, leaven, self-raising; see Leaven.		
Brewers' shavings or chips; see Shavings.		
Brick, to be charged for at actual weight, viz.:		
Bath.....	5	-----
Common, L C L.....	6	-----
Common, C L; see Special rates.		
Enameled or ornamental, in barrels or boxes, L C L.....	4	-----
Enameled or ornamental, in barrels, boxes, or in bulk, C L.....	6	-----
Fire, L C L.....	6	-----
Fire, C L; see special rates.		
Vitrified; same as fire brick.		
Brick-drying shelves, L C L.....	4	-----
Same, C L.....	6	-----
Brick machines; see Machinery and machines.		
Brick trays, wooden, L C L.....	4	-----
Same, C L.....	6	-----
Brick trucks; see Vehicles.		
Brimstone, viz.:		
In boxes, L C L.....	1	-----
In bags, L C L.....	3	-----
In barrels, L C L.....	5	-----
In carloads, N O S.....	6	-----
In carloads, when shipped to fertilizer factories; same as Fertilizers.		

	Class.	Class, if Re- leased. (See Rule 5.)
Bristles.....	1	-----
Brittania ware.....	1	-----
Bronze plates; see Plates.		
Broom corn, compressed, L C L.....	3	-----
Broom corn, C L, minimum weight 12,000 lbs.....	5	-----
Broom corn and broom handles, mixed, C L, minimum weight 20,000 lbs.....	6	-----
Broom fibre; see Fibre.		
Brooms, L C L.....	1	-----
Brooms, C L, minimum weight 15,000 lbs.....	2	-----
Broom splints.....	6	-----
Brushes, made of palmetto or other soft woods, unfinished.....	1	-----
Brushes, scrubbing, in bundles or boxes, L C L.....	2	-----
Same, C L, minimum weight 12,000 lbs.....	3	-----
Brushes, N O S.....	1	-----
Buckets, viz.:		
Coal, L C L.....	1	-----
Coal, C L, minimum weight 20,000 lbs.....	4	5
Elevator, pressed steel or iron; see Iron and steel articles.		
Elevator, N O S, in packages, owner's risk of wet and rust, L C L.....		1
Same, C L.....		5
Iron, galvanized; see Iron and steel articles.		
Ore, iron or steel; see Iron and steel articles.		
Well.....	3	-----
Wooden well, C L; see Wooden buckets.		
N O S, wooden; same as Woodenware.		
Buckles, cotton tie; see Cotton tie buckles.		
Buckles, turn, iron; see Iron and steel articles.		
Buckwheat flour; see Flour, buckwheat.		
Buffalo robes; see Robes.		
Buggies; see Vehicles.		
Building paper; see Paper.		
Bulbs, flower, L C L.....		2
Same, C L.....		4
Bullets; same as Shot.		
Bungs, packed in barrels, L C L.....	3	-----
Same, C L.....	A	-----
Buoys, iron, empty or filled with gas, requiring flat or gondola cars, minimum weight 5,000 lbs. each.....		1
Bureaus; see Furniture.		
Burial cases; see Coffins.		
Burlaps (not burlap bags, for which see Bags).....	6	-----
Burr blocks; same as Millstones.		
Bushing, pulley, wooden; see Bushing.		
Butcher's blocks; see Blocks.		
Butcher's skewers; see Skewers.		

	Class.	Class, if Re- leased. (See Rule 5.)
Butter (in common or refrigerator cars), viz.:		
In cans, boxed or crated.....	1	3
In cans, N O S.....	1	2
In kegs, firkins, buckets, pails and tubs.....	1	3
Fruit; see Preserves.		
Butter dishes, wooden; see Plates.		
Butter moulds, wooden; see Moulds.		
Butterine and oleomargarine; same as Butter.		
C		
Cabbage; see Vegetables.		
Cabinets, cracker, knocked down flat, L C L.....	1	-----
Same, C L.....	4	-----
Same, N O S, set up, crated or boxed, L C L.....	D1	-----
Same, C L.....	2	-----
Cabinets, kitchen; see Furniture.		
Cabinets, printer; see Printers' cabinets.		
Cabinet ware; see Furniture.		
Cable, telegraph or telephone, enclosed in lead pipe, in coils or reels, boxed, crated or in casks, L C L.....	2	3
Same, C L.....	3	4
Cable reels; see Reels.		
Cages, bird, boxed.....	3T1	-----
Same, knocked down, nested and packed.....	D1	-----
Cake, viz.:		
Cotton seed oil; same as Cotton seed meal; see Fertilizers.		
Nitre, L C L.....	5	-----
Nitre, C L; see Fertilizers.		
Salt, L C L.....	5	-----
Salt, C L; see Fertilizers.		
Cakes; same as Crackers.		
Calicake.....	5	-----
Calcium, carbide of, in barrels, iron drums or in tin cans, boxed or jacketed (ship's option; see Rule 31), L C L.....	3	-----
Same, C L.....	5	-----
Calicoes; see Dry goods.		
Cambrics; see Dry goods.		
Camphene (see Rules 29 and 31).....	1½	1
Camphor.....	1	-----
Candles, boxed.....	4	-----
Candy; see Confectionery.		
Cane reeds; see Reeds.		
Canned beef and pork; see Meats.		
Canned goods (not including condensed milk), N O S, L C L.....	4	-----
Same, C L.....	5	-----
Canned hominy; see Hominy.		

	Class.	Class, if Re- leased. (See Rule 5.)
Cannon, cannon balls, caissons and all castings, parts of gun carriages, L C L.....	1	-----
Same, C L.....	4	-----
Cans, empty, viz.:		
Coffee, returned, L C L.....	4	-----
Same, C L, minimum weight 15,000 lbs.....	5	-----
Cracker, biscuit or bread, returned; see Boxes, empty, returned.		
Fruit, tin, in bulk (ship's option), C L, minimum weight 15,000 lbs.....		5
Fruit, entirely boxed or crated, L C L.....		3
Same, C L, minimum weight 15,000 lbs.....		5
Iron, galvanized; see Iron and steel articles.		
Lard, tin, in bulk (ship's option), C L, minimum weight 15,000 lbs.....		5
Lard, entirely boxed or crated, L C L.....		3
Same, C L, minimum weight 15,000 lbs.....		5
Meat, tin (used for packing meats), when returned.	4	-----
Paint or oil, entirely boxed or crated, minimum weight 20,000 lbs.....		4
Roving, leatheroid or fibre, parts of cotton or woolen mill machinery, L C L.....	D1	-----
Roving, leatheroid, fibre, paper or tin, for cotton or woolen mills, in straight carloads, or with mixed carloads of cotton or woolen mill ma- chinery, minimum weight 20,000 lbs.....		6
Tin, tobacco; see Boxes.		
N O S, loose.....		1
N O S, crated.....		1½
N O S, boxed.....		1
N O S, in wooden or metal jackets, boxed or crated, L C L.....	1	2
Same, C L, minimum weight 20,000 lbs.....		4
Cant hooks.....	2	-----
Canton flannel; see Dry goods.		
Canvas; see Dry goods.		
Canvas boats; see Boats.		
Caps and hats; same as Dry goods, N O S.		
Caps, hay and grain, L C L.....	3	-----
Same, C L, minimum weight 15,000 lbs.....	6	-----
Caps, percussion.....	1	-----
Capstans.....	3	-----
Carbide of calcium; see Calcium.		
Carbon, bi-sulphide of, in iron drums.....	2	-----
Carbon black; same as Lampblack.		
Carbon cylinders, packed, for electric batteries.....	1	-----
Carbon clinkers (taken from gas retorts), L C L.....	6	-----
Same, C L; Coke rates.		
Carbons, electric light, packed, L C L.....	2	-----
Same, C L.....	3	-----
Carboys; see Glass and glassware.		

	Class.	Class, if Re- leased. (See Rule 5.)
Cards, viz.:		
Cotton and woolen, hand packed; see Machinery, cotton and woolen.		
Playing-----	1	-----
Show; see Signs.		
Carousals; see Merry-go-rounds.		
Carpeting, viz.:		
Wood, unfinished, in bundles, 36 inches in length or under, L C L-----	4	-----
Same, C L-----	6	-----
Wood, N O S, in bundles, L C L-----	1	2
Wood, N O S, in boxes or crates, L C L-----	2	3
Wood, N O S, C L-----		5
N O S, well covered-----	1	-----
Carpet lining, in boxes-----	2	-----
Same, in rolls, bundles or crates-----	5	-----
Carpet sweepers, loose-----	D1	-----
Same, boxed-----	2	-----
Carriages; see Vehicles.		
Carriers and hoisters, hay; see Agricultural imple- ments.		
Carrots; see Vegetables.		
Cars, viz.:		
Cane, coke or larries; see Vehicles.		
Logging or mining; see Vehicles.		
Railway; see Railroad rolling stock equipment.		
Street or tramway; see Vehicles.		
Car seals; see Seals, car.		
Car seats; see Seats.		
Cartridges, metallic or paper (not high explosives), boxed, L C L-----	1	-----
Same, C L-----	5	-----
Cartridge shells, paper, empty-----		1
Carts; see Vehicles.		
Cases, viz.:		
Book; see Furniture.		
Crackers; same as Cabinet, cracker.		
Printers; see Printers' cases.		
Show; see Glass and glassware.		
N O S; see Boxes.		
Cash railways, boxed or tied in bundles-----		1½
Cash registers, boxed-----	D1	1
Casks, empty, for wine, beer or other liquids; see Barrels.		
Casks, iron, for ammonia water, naphtha, etc., re- turned empty; see Iron and steel articles.		
Show; see Glass and glassware.		
Cassia; same as Pepper.		
Castings, viz.:		
Bronze, N O S, O R B-----	2	-----
Iron; see Iron and steel articles.		
Plaster; see Plaster.		

	Class.	Class, if Re- leased. (See Rule 5.)
Castor pomace, C L; see Fertilizers, C L. -----		
Catsup, in glass, boxed.-----	1	2
Catsup, in wood.-----	4	
Cattle guards, iron; see Iron and steel articles.		
Cattle powders; see Powders.		
Caustic soda; see Soda.		
Caviar, packed.-----	1	
Ceiling, iron or steel; see Iron and steel articles.		
Cellulose, in boxes or sacks, L C L.-----	1	
Same, C L, minimum weight 20,000 lbs.-----	4	
Cement, viz.:		
Asbestos; see Asbestos products.		
Glue, packed.-----	2	
N O S, in sacks, L C L.-----	6	
N O S, in barrels, L C L.-----	6	
Same, C L; see special rates.		
Plaster; same as Cement.		
Roofing; see Roofing.		
Cerealine, L C L; see Food preparation, cereal.		
Cerealine, in sacks or in bulk, for brewing purposes, shipped direct to breweries, C L.-----	D	
Cesspools; see Iron and steel articles.		
Chain, cotton, woolen and hempen; see Dry goods.		
Chain, iron; see Iron and steel articles.		
Chairs and chair stock; see Furniture.		
Chairs, lawn, iron; see Iron and steel articles.		
Chalk, prepared.-----	1	
Chalk, N O S.-----	5	
Chalk crayons.-----	4	
Charcoal, viz.:		
In sacks.-----	3	
In barrels or casks, L C L.-----	5	
Same, C L.-----	A	
Checks; see Dry goods.		
Cheese (in common or refrigerator cars).-----	1	4
Cheese-cloth, cotton; see Dry goods.		
Cheese safes or covers; see Furniture.		
Chestnuts; see Nuts.		
Chests, viz.:		
Cedar; same as Trunks.		
Commissary.-----	1	
Ice; see Furniture.		
Cheviots; see Dry goods.		
Chicory.-----	4	
Chimogene; same as Oil, coal.		
Chinaware.-----	D1	
Chips, brewers'; see Shavings.		
Chips, dyewood; see Dyewood chips.		
Chloride of lime; see Lime.		
Chocolate, value limited to 20 cents per lb. (see Rule 6).-----	3	

	Class.	Class, if Re- leased. (See Rule 5.)
Chocolate, N O S	1	
Choppers; see Agricultural implements.		
Chrome ore; see Ores.		
Chromos; same as Paintings.		
Chufas; see Nuts.		
Church furniture; see Furniture.		
Churns, viz.:		
Barrel, set up	D1	
Barrel, frames taken off and packed in bundles	2	
Completely knocked down and boxed or crated,		
L C L	1	3
Same, C L, minimum weight 12,000 lbs.	4	6
N O S, not packed	D1	
N O S, packed	2	
Chutes and tipples, coal, knocked down, manufac- tured of iron and wood, L C L	4	5
Same, C L	5	6
Chutes, mail, boxed		1
Cider, viz.:		
In drums	2	3
In glass, packed in boxes, barrels or casks	1	2
Same, prepaid	2	3
In wood	4	5
Same, prepaid	5	6
Cider preservative, value limited to \$4 per gal. (see Rule 6), in kegs, casks or barrels	1	
Same, dry, in boxes, kegs or barrels	3	
Cigar lighters	1	
Cigar moulds; see Moulds.		
Cigars and cigarettes, viz.:		
If not strapped and corded as provided hereafter	3T1	
If boxed and strapped, corded and sealed, provided that the cording passes through each and every board and over each and every seam in box	1	
Cigarette paper, in boxes; see Paper.		
Cinders, wood; see Fertilizers.		
Cisterns, slate; see Slate cisterns.		
Citron	2	
Clamps, for trunks; see Trunk clamps.		
Clariphos (diluted acid, used in manufacture of jelly); same as Vinegar.		
Clay, viz.:		
Burnishing, packed	5	
China or German, in sacks, barrels, tierces or hogs- heads, L C L	5	
Same, C L	6	
Fire, L C L	6	
N O S, in boxes, barrels, casks or sacks, L C L	6	
N O S, C L; same as Brick, fire, C L.		
Clay carts; see Vehicles.		
Clay pigeons; see Targets.		

	Class.	Class, if Re- leased. (See Rule 5.)
Clay pots (empty glass receptacles), C L; see Pots.		
Cleaners; see Agricultural implements.		
Cleats, wooden, small, for securing electric wires, packed, L C L.....	3	
Same, C L.....	5	
Clocks, boxed.....	1	
Clock weights, packed.....	2	
Clothesline; see Rope,		
Clothesline holders, packed in crates or boxes.....	3	
Clothespins; see Pins.		
Clothes props, mixed with clothespins, and wash- boards, C L; see Washboards.		
Clothes props, boxed or crated, L C L.....	4	
Same, C L, minimum weight 12,000 lbs.....	6	
Clothes wringers; see Wringers.		
Clothing, viz.:		
Card, packed.....	1	
Oiled, in original crates.....	1½	1
Rubber.....	1	
N O S; same as Dry goods, N O S.		
Cloth wire; see Wire cloth.		
Clubs, Indian, wooden, packed.....		2
Coal and coke, in boxes, barrels, casks or sacks, L C L.....	A	
Coal-saving compound.....	4	
Coal tar; see Tar.		
Coating, roof; see Roof coating.		
Coco-cola, wine of cocoa and soda fountain syrups; see Preserves and fruit juices.		
Cocoa.....	1	
Cocoanut, dessicated, in glass, packed.....	1	
Same, N O S.....	3	
Cocoanuts; see Nuts.		
Codfish; see Fish.		
Coco-Cola; see Syrups.		
Coffee, viz.:		
All of shipment to be charged at actual gross weight.		
Green, single sacks.....	4	
Green, double sacks.....	6	
Ground, in cans or cabinets, crated.....	5	
Roasted, in cabinets, crated.....	5	
Roasted, in cans, crated.....	5	
Roasted, in single sacks.....	3	
Roasted or ground, in boxes, barrels, double sacks or drums.....	5	
Roasted or ground, in boxes or barrels.....	5	
NOTE—The classification of Coffee in cabinets ap- plies on shipments packed in cabinets or bins, used in grocery stores to contain coffee, and is		

	Class.	Class, if Re- leased. (See Rule 5.)
not applicable on coffee packed in articles of household furniture, such as bureaus and chiffoniers.		
Coffee mixtures or substitutes.....	2	-----
Coffee essence or extract.....	3	-----
Coffins, boxed, wrapped and crated.....	2	-----
Coffin stock, wooden, K D, manufactured of pine, poplar or other common woods, dressed, but not further finished, in bundles or crates, L C L.....		6
Same, C L.....		A
Coke; see Coal.		
Collars, horse; see Saddlery.		
Collars, paper, packed; see Paper collars.		
Cologne; see Perfumery.		
Coloring, butter and cheese, in glass or tin cans, packed.....		2
Coloring syrup, in barrels, half-barrels or kegs.....	3	4
Comforts; see Quilts.		
Compasses, mariner's, boxed.....		D1
Compo-board (combined wood and strawboards, for floors, walls, and ceilings), L C L.....	6	-----
Same, C L.....	A	-----
Compounds, boiler; see Boiler compounds.		
Compounds, coal-saving; see Coal-saving compounds.		
Compounds, wall-cleaning, in tin cans, packed in boxes.....	2	-----
Compounds, washing or scouring; see Washing or scouring compounds.		
Condensers; see Agricultural implements.		
Conductors or down spouts or leaders, of galvanized iron or tin, viz.:		
Not nested, L C L.....	1	-----
Same, C L.....	4	-----
Nested, in crates, L C L.....	2	-----
Same, C L.....	4	-----
Conductors and eave troughs, wooden, L C L.....	4	-----
Same, C L.....	6	-----
Conduits, brick, C L.....		A
Conduits, electric, insulating, tarred felt, paper or indurated fibre, in bundles, crates or boxes, L C L.....	2	-----
Same, C L.....	5	-----
Conduits, wooden, creosoted, L C L.....		4
Same, C L.....	6	-----
Conduits (underground for electric wires, earthen, concrete, terra cotta or clay), L C L.....		A
Same, C L.....		A
Cones, paper, nested, packed, L C L.....	3	-----
Same, C L.....	5	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Confectionery, viz.:		
Candy, value limited to 20 cents per lb. and so ex- pressed in bill of lading (see Rule 6).....	3	4
Candy, value limited to 6 cents per lb. and so ex- pressed in bill of lading (see Rule 6).....	4	5
N O S.....	1	
Popped corn, plain or sugared.....	2	
Contractors' outfit; see Outfits.		
Conveyors, grain; see Machinery and machines.		
Coolers, water; see Filter.		
Cooling-room material; see Furniture.		
Coopers' flags.....	1	
Coops, chicken, wire, knocked down flat or folded flat	2	
Coops, chicken, N O S.....	1½	
Copal; see Gum.		
Copings, slate; see Slate copings.		
Copper, viz.:		
In boxes, barrels or casks.....	2	
In ingots and pigs.....	4	
Scrap, loose.....	2	
Scrap, packed.....	5	
Copper and zinc composition; see Yellow metal.		
Copper bottoms, plates, sheets, bolts and rods.....	2	
Copper cornices; see Cornices.		
Copper mats; L C L.....	4	
Same, C L.....	6	
Copper pipe; see Pipe.		
Copper stills; see Stills.		
Copper, sulphate of; same as Bluestone.		
Copper vessels, in boxes, barrels or casks.....	2	
Copperas, in barrels or casks.....	6	
Copperas, N O S.....	4	
Copying presses; see Presses.		
Cordage.....	3	
Cores, for winding paper thereon; see Spools and cores.		
Cork, viz.:		
Ground, compressed in packages.....	3	
Same, uncompressed.....	1	
Shavings, in sacks.....	D1	
N O S.....	1	
Cork fasteners; see Fasteners, cork.		
Corn, viz.:		
Broom; see Broom corn.		
Popcorn, in boxes.....	2	
Popcorn, in barrels or sacks.....	5	
Seed; see Seed.		
N O S; same as Grain.		
Corn cobs, packed, L C L.....	D	
Same, packed or in bulk, C L.....	D	
Corn flour; see Flour.		

	Class.	Class, if Re- leased. (See Rule 5.)
Corn poppers, rotary.....	-----	D1
Cornices and ornamental work, for buildings, viz.:		
Sheet iron, galvanized iron, sheet copper and sheet zinc, boxed, crated or loose, L C L.....	3T1	D1
Same, C L, minimum weight 10,000 lbs.....	1½	1
Wooden, for windows, doors or inside finish; see Woodwork.		
Wooden, for outside finish; same as Mouldings for building purposes.		
Corsets.....	1	-----
Corundum, crude, viz.:		
In casks, barrels or sacks, value limited to 4 cents per lb. (see Rule 6), L C L; same as Emery.		
Same, C L; same as Iron, special.		
Cotosuet (compound of beet suet and cotton seed oil)		B
Cots; see Furniture.		
Cottolene (compound of lard and cotton seed oil), packed in cases, tubs, barrels, half-barrels, tierces..	-----	B
Cotton, viz.:		
NOTE—The free transportation of cotton samples in baggage cars is prohibited, whether accom- panied by owners as passengers on trains or otherwise.		
Burnt; shipments of burnt cotton are accepted at original weight, and cotton rates applied—500 lbs. to be the average weight per bale when orig- inal weights cannot be obtained.		
Dyed, in bags.....	1	-----
Dyed, in bales, when shipped between points not covered by authorized cotton tariffs.....	4	-----
Dyed, in bales, when shipped between points cov- ered by authorized cotton tariffs, 10 cents per hundred lbs. higher than cotton tariff rates.		
Unginned, packed in bags, less than 2,000 lbs. L C L.....	2	-----
Unginned, packed in bags, 2,000 lbs. and over, L C L.....	5	-----
Unginned, packed in bags, C L, minimum weight 20,000 lbs.....	6	-----
N O S, in bales; see special rates.		
Cotton cheese-cloth; see Dry goods.		
Cotton choppers; see Agricultural implements.		
Cotton duck; see Dry goods.		
Cotton factory product samples, in boxes or tablets..	2	-----
Cotton gauze, plain or medicated; cotton bandages, plain or medicated, for surgical purposes, and shipped by or to dealers in medical or surgical sup- plies, packed in boxes or bales.....	1	-----
Cotton gins, feeders and condensers; see Agricul- tural implements.		

	Class.	Class, if Re- leased. (See Rule 5.)
Cotton goods; see Dry goods.		
Cotton re-gins and linters, in bales, with privilege to carrier of compressing, value limited to 2 cents per lb. (see Rule 6)-----	6	-----
Cotton re-gins and linters, N O S; same as Cotton.		
Cotton sack material; see Dry goods.		
Cotton seed foots; see Foots.		
Cotton seed hulls, meal, ashes and oil cake; see Fertilizers.		
Cotton seed meats; see Meats, cotton seed.		
Cotton shirts, drawers and overalls, unlaundered; same as Dry goods, N O S.		
Cotton softener; see Softener.		
Cotton sweepings or motes (refuse of cotton spin- ning factoreis) (ship's option)-----	A	-----
Cotton sweepings or motes, N O S (ship's option)---	2	-----
Cotton ties-----	A	-----
Cotton tie buckles, in boxes-----	2	-----
Same, in kegs, barrels or casks; same as Cotton ties.		
Same, wired in bundles; same as Cotton ties.		
Cotton waste; see Dry goods.		
Cotton webbing; see Dry goods.		
Couplings, car; see Iron and steel articles.		
Couplings, shafting, steel; see Iron and steel ar- ticles.		
Covers, viz.:		
Covers, barrel or box, with glass panel inserted----		1
Barrel, wooden, with glass panel inserted, boxed or crated, L C L-----		1
Bottle, paper, straw or wooden, packed or pressed in bales, L C L-----	3	-----
Bottles, wooden, packed or pressed in bales, C L, minimum weight 12,000 lbs-----	6	-----
Cheese; see Furniture.		
Manhole, iron,; see Iron and steel articles.		
N O S, wooden-----	1	-----
Cracker meal and dust; same as Crackers.		
Crackers, L C L-----	4	-----
Same, C L, minimum weight 15,000 lbs-----	5	-----
Cracklings-----	4	-----
Cradles, grain; see Agricultural implements.		
Cranberries; see Fruit.		
Cranes, mail; see Iron and steel articles.		
Cranes, water, iron; same as Steam pumps.		
Crash; see Dry goods.		
Crates; see Boxes.		
Crayons, chalk; see Chalk.		
Creameries, packed or wrapped-----	2	3
Cream tartar, in boxes or kegs-----	2	-----
Same, in barrels or hogsheads-----	3	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Cribs; see Furniture.		
Crockery; same as Earthenware.		
Croquet sets, in boxes.....	2	
Cross-arms; see Telegraph cross-arms.		
Crowbars; see Iron and steel articles.		
Crucibles, earthen or mineral, packed in barrels, hogsheads or casks.....	1	3
Crushers; see Agricultural implements.		
Crushers and separators, cotton seed; see Agricul- tural implements.		
Crushers, ore, stone and rock; see Machinery and machines.		
Crystals, washing; see Washing crystals.		
Cultivators; see Agricultural implements.		
Currants; see Fruit.		
Curtain rods and poles; see Furniture.		
Cushions, furniture; see Furniture.		
Cutch, extract, in barrels or casks.....	4	5
Cutch, N O S.....	4	
Cutlery.....	1	
Cutters, meat; see Machinery and Machines.		
Cutters, paper; see Paper cutters.		
Cutters; see Agricultural implements.		
Cutting boards, glass; see Boards, cutting.		
Cycloramas; see Scenery.		
Cylinders, viz.:		
Cotton mill machinery, parts of; see Machinery, cotton and woolen.		
Gas, for dental purposes or for calcium lights, when filled with gas, O R L; see Gas.		
Same, empty, returned.....	3	
Gas or tubes for carbonic acid gas, empty.....	1	
Same, returned by same route as passed over when filled.....	4	6
Iron, for holding of acids; see Iron and steel articles.		
<p style="text-align: center;">D</p>	3	
Dashers, buggy; see Vehicle materials.	1	
Dates; see Fruit.	3T1	
Decoy ducks, wooden, in crates or cases.....	D1	
Same, canvas.....		
Deer, boxed.....		
Deer heads, set up, boxed or crated.....		
Deer skins; see Skins.		
Deer tongue; see Tongue.		
Demijohns; see Glass and glassware.		
Denims; see Dry goods.		
Dental goods, L C L.....		1
Same, C L.....		3

	Class.	Class, if Re- leased. (See Rule 5.)
Desks; see Furniture.		
Detergent.....	4	
Dexterine, in bags, barrels or boxes.....		4
Diggers, post hole; see Post hole diggers.		
Diggers, potato; see Agricultural implements.		
Dioramas, outfit; see Scenery.		
Dishes, wooden; see Plates.		
Disinfectants, L C L, viz.:		
Dry, in glass, packed.....	1	
Dry, in boxes.....	2	
Disinfectants, in kegs, barrels or casks.....	3	
Disinfectants, liquid, in glass, packed.....	1	
Same, in cans, jacketed.....	1	
Same, in cans, boxed.....	2	
Same, in wood, N O S, prepaid.....	2	
Disinfectant, C L, viz.:		
Dry.....	6	
Disinfectant liquid, in glass, packed, and in cans, jacketed or boxed.....	5	
Same, in wood, N O S, prepaid.....	5	
Disinfectant, in paper packages, packed in boxes.....	2	
Distributors; see Agricultural implements.		
Dog irons; see Iron and steel articles.		
Dog powers; see Agricultural implements.		
Dolomite; same as Limestone.		
Doors; see Blinds.		
Doors, iron; see Iron and steel articles.		
Doubletrees; see Vehicle materials.		
Dowel pins; see Pins.		
Down spouts; see Conductors.		
Drawbars, iron; see Iron and steel articles.		
Drawers, money, boxed or crated.....	1	
Drays; see Vehicles.		
Dressing, belt, in glass, packed.....	3	
Dressing, belt, in wood or in cans, boxed.....	4	
Drills, cotton; see Dry goods.		
Drills, grain; see Agricultural implements.		
Drive well points; see Iron and steel articles.		
Drugs; see Medicines.		
Drums, viz.:		
Carbonic acid, empty, returned by same route as passed over when filled.....	3	5
Iron, for holding of acids; see Iron and steel ar- ticles.		
Musical instruments; see Musical instruments.		
Toy drums; see Toys.		
Wooden, packing, L C L.....	1	
Same, C L, minimum weight 12,000 lbs.....	4	
DRY GOODS, viz.:		
Knitting factory products, made wholly of cotton, when specific name or article and name of ship-		

	Class.	Class, if Re- leased. (See Rule 5.)
per are plainly marked on the outside of packages (shipper's name may be marked on tag attached to package), and stated in shipping receipt or bill of lading (marking or describing package as "Knitting Factory Products" will not be sufficient)-----	5	-----
Same, unless conditions above named are complied with; same as Dry goods, N O S.		
Cotton Factory Products—Any of the following named articles (taken only at actual weights), made wholly of cotton, when specific name of article and name of shipper are plainly stenciled on outside of packages (shipper's name may be marked on tag attached to packages), and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods" will not be sufficient), in bales, owner's risk of chafing, or in boxes, viz.: Backbands made of cotton webbing, calicoes, cambrics (glazed), canton flannels (plain or dyed), canvas, cottonades, checks (domestic), cheviots (domestic), cotton bags, cotton bagging (including brown cotton bagging), cotton cheese cloth, cotton towels, cotton waste, crash (linen or cotton), denims, drills, duck, ginghams (domestic), *jeans, *jeans (corset), kerseys, Osnabergs, plaids, rope, sack material, sheetings (bleached or brown), shirting, silesia, stripes (domestic), teazle cloth, tickings, twine, warp, webbing (backband), wicking, yarn.	5	-----
*Agents making bills of lading or way-bills for shipments of jeans must always specify whether cotton or woolen jeans.		
Same, unless conditions above named are complied with; same as Dry goods, N O S.		
Jute canvas: When specific name of article and name of shipper are plainly marked on outside of packages, and stated in shipping receipt or bill of lading, in bales, O R C, or in boxes-----	5	-----
Mixed cotton and woolen goods; same as Woolen goods.		
Mixed, viz.: Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein.		
Muslins, cheap-----	1	-----
Yarn on beams-----	5	-----
Yarns, N O S-----	3	-----
Webbing, cotton, N O S-----	4	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Window hollands and shade cloth.....	1	-----
Woolen goods.....	1	-----
In trunks, not corded or wrapped.....	D1	-----
In trunks, corded or wrapped.....	1	-----
N O S (including all dry goods not specifically named), in bales, O R C, or in boxes or cases.....	1	-----
Duck, cotton; see Dry goods.		
Dumbbells, wooden, packed.....		2
Dust collectors, set up, not crated or boxed.....		3T1
Same, crated or boxed.....		3T1
Dust, moulding.....	5	-----
Dusters, feather, in boxes.....	1½	-----
Dusters, bran; see Agricultural implements.		
Dye stuff, viz.:		
Dry, in boxes.....	1	-----
Dry, N O S, in barrels.....	2	-----
Liquid, N O S, in barrels.....	4	5
Dyewood, in boxes or barrels.....	2	-----
Dyewood, in sticks.....	4	-----
Dyewood chips, in bags.....	3	-----
Dynamite and dynamite forcite; see Explosives.		
Dynamos; see Machinery and machines.		
E		
Earth, Fuller's, in barrels or casks.....	6	-----
Earthen glass house pots; see Pots.		
Earthenware, jugware or stoneware, viz.:		
In boxes or barrels.....	1	2
In casks or tierces.....	3	4
In crates or hogshheads.....	4	5
Loose, L C L.....	1	2
Loose, C L.....	4	5
Easels; see Furniture.		
Egg case fillers; see Fillers.		
Egg cases and crates; see Boxes.		
Egg testers.....		D1
Eggs, Easter, made of paraffine wax.....	3T1	D1
Eggs, packed.....	1	2
Electric batteries, storage, L C L.....	1	-----
Same, C L.....	3	-----
Electric cleats, for securing electric wires; see Cleats.		
Electric conduits; see Conduits.		
Electric dynamos; see Machinery and machines.		
Electric instruments and fixtures, N O S, boxed.....	1	-----
Electric light carbons; see Carbons.		
Electric light globes or bulbs; see Glass and glass- ware.		
Electric light hoods, iron, nested, in packages.....	2	-----
Electric meters; see Meters.		

	Class.	Class, if Re- leased. (See Rule 5.)
Electric motors; see Machinery and machines.		
Electric motor trucks; see Trucks.		
Elevator buckets; see Buckets.		
Elevators, cotton; see Agricultural implements.		
Elevators, N O S; see Machinery.		
Embalming fluid, in glass or jugs, packed-----		1
Same, in barrels or kegs-----		4
Emery, value limited to four cents per pound (see Rule 6)-----	3	-----
Emery, N O S-----	2	-----
Emery wheels, packed-----	3	-----
Enameled ware; see Agate ware.		
Engines; see Machinery and machines.		
Envelopes, packed-----	2	-----
Equipage, military, camp, garrison and horse-----	1	-----
Erasers, blackboard, boxed; see Blackboard erasers.		
Espinosa-----	6	-----
<p>Explanatory Note.—(Espinosa is a bean from a Mexican plant which has been recently transplanted to Florida, where it is now being cultivated. The bean will be used as an adulterant for malt.)</p>		
Essences; see Extracts.		
Ether, sulphuric:		
In steel drums, secured by an iron screw plug----		
In tin cans, hermetically sealed and securely packed and boxed-----	1	-----
In glass bottles, boxed and securely packed-----	D1	-----
Evaporators; see Agricultural implements.		
Evergreen, boxed, for decorating purposes; see Trees and shrubbery.		
Excelsior, pressed in bales, L C L-----	5	-----
Same, C L, minimum weight 20,000 lbs-----	D	-----
Exhibitors; see Wire work.		
Explosives (see Rules 29 and 31), viz.:		
Gun cotton-----	D1	-----
Nitro-glycerine, not taken except by special agreement by lines interested.		
Powder, common, black; L C L-----	D1	-----
Same, C L, minimum weight 10,000 lbs-----	1	-----
<p>Note.—Gross weights must be charged for on all shipments.</p>		
All other explosives, L C L-----	D1	-----
Same, C L, minimum weight 20,000 lbs-----	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
<p>Rules governing transportation of explosives (see also Rules 29 and 31):</p> <p>High explosives, such as atlas, hercules, giant, dittmar, commercial ætna, hecla and other nitro-glycerine powders, dynamite, nitro-glycerine, glynoil oil, nitroleum, blasting oil, nitrated oil or powder mixed with any such oil or fibre, saturated with any such articles or substances, will be received for transportation only at steamship's or railroad companies' option only under the following conditions:</p> <p>First.—Shipments to be packed in strong boxes, not too large to be readily handled by one person, and each package to be plainly marked "Explosive," "Dangerous," on top and on one side or on one end.</p> <p>Second.—It is understood that in these articles the nitro-glycerine is thoroughly absorbed in charcoal, saw-dust, infusorial earth, wood fibre, carbonate of magnesia, or other similar substances, and that the amount of the nitro-glycerine is such that the temperature on the hottest summer day will not occasion any leakage; also that the powder formed by that absorbent material and the nitro-glycerine is always made up into cartridges and never put into the boxes in bulk. Should any package show outward signs of any oily stain, or other indication that absorption is not perfect, or that the amount of nitro-glycerine is greater than the absorbent can carry, the package must be refused in every instance, and must not be allowed to remain on the property of the carrier.</p> <p>Third.—Nitrate or other explosive preparations, not in accordance with above specifications (except ordinary black powder), will in no case be received for shipment.</p> <p>Fourth.—Shipments must be so loaded that boxes will lie bottom side down, it being understood that the cartridges are so placed in the boxes that they will lie on their sides and never on their ends when so loaded. The boxes must be so placed in car that they cannot fall to the floor under any circumstances.</p> <p>Fifth.—Shipments of common black powder may be received if packed in good, substantial iron or wood kegs, packages not to exceed one hundred and fifty pounds in weight, unless for export, when larger packages will be received.</p>		

	Class.	Class, if Re- leased. (See Rule 5.)
<p>Sixth.—In no case will percussion caps, exploders, safety squibs, fulminators, friction matches, or any other article of like nature be loaded in same car with any of the above explosives. There can not be too great care exercised in this matter.</p> <p>Seventh.—Safety-fuse will be received for shipment at any time it is offered, and the restrictions in regard to shipping powder do not apply to it.</p> <p>Eighth.—As special powder cars are not in general service among roads of this Association, agents must know that none of the above explosive substances are loaded at their stations in old cars, having loose boards or cracks in the roofs or sides. Cars for carrying these explosives must be first-class in every respect; must be tight everywhere, and must have doors that can be closely shut, leaving no cracks for sparks to get in. When explosives are carried in full carloads the doors must be stripped, except when the cars are equipped with the new Wagner car doors, which must never be stripped. Agents must refuse to receive from connecting lines cars loaded with explosives, unless the requirements of this section have been complied with.</p> <p>Ninth.—Every car containing any of the above explosive substances, either full carload or small package, must be plainly marked on both sides "Powder—Handle Carefully," so that those having charge of it will not do anything ignorantly to incur danger. This should be done by the shipper of full carloads, and by the agent when packages are loaded in car at his station. Cars containing explosives received from connecting lines, if not marked when received, must be marked by the agent at the connecting point. Agents will be held strictly responsible that no car containing explosives leaves their stations until it is properly marked.</p> <p>Tenth.—Agents must notify conductors whenever a car containing explosives is to be taken from their stations; and conductors must not take from any station or siding any car known to contain explosive substance, unless Rules Eight and Nine have been complied with, and such cars must be placed in their train as near the middle as possible.</p> <p>Eleventh.—Agents should notify all the shippers in their neighborhood of these requirements.</p>		

	Class.	Class, if Re- leased. (See Rule 5.)
Twelfth.—The law provides heavy penalties, both to shippers and common carriers, for a violation of these rules, and agents and shippers should be careful to see that such shipments are put up, marked and forwarded only under their proper names and in accordance with these provisions.		
Extinguishers, fire, hand, glass or grenade, packed	1½	1
Extinguishers, fire, on wheels	D1	1½
Extract of beef, viz.:		
Packed in glass or earthenware		2
In cans, boxed		3
In bulk, in barrels		3
Extracts; see Bark, coffee, indigo, logwood, malt and sumac.		
Extracts and essences, N O S	1	
F		
Facings, coal and iron, in barrels or sacks, L C L	6	
Same, C L	A	
Fans, viz.:		
Exhaust; see Machinery.		
Palm leaf, pressed	1	
Wheat; see Agricultural implements.		
N O S, in boxes	D1	
Farina, in packages, boxed, L C L	4	
Same, C L	5	
Fasteners, box, metallic, in kegs, barrels or casks, contents marked or stenciled thereon	5	
Fasteners, cork, wire, in boxes or barrels	2	
Faucets, boxed	2	
Feather renovators; see Agricultural implements.		
Feathers	D1	
Feeders; see Agricultural implements.		
Feed water heater; see Radiators and heaters.		
Feldspar, in casks, barrels, hogsheads or tierces, L C L	5	
Felloes; see Vehicle materials.		
Felt, building; see Asbestos products.		
Felt pipe covering, asbestos; see Asbestos products.		
Felt, roofing; see Roofing.		
Fence, wire and wood (combination)	5	
Fence machines; see Machinery and machines.		
Fencing; see Iron and steel articles.		
Fencing, field, woven wire, in rolls; see Iron and steel articles.		
Fenders, for street cars; see Iron and steel articles.		

	Class.	Class, if Re- leased. (See Rule 5.)
<p>FERTILIZERS, C L, minimum weight 30,000 lbs., (ship's option), including also:</p> <p>Ammonia, sulphate of, when shipped to fertilizer factories, C L; Ashes, cotton seed, C L; Ashes, tan bark, C L; Ashes, wood, C L; Bones, C L; Bone dust, packed in barrels, casks or bags, C L; Brimstone, when shipped to fertilizer factories, C L; Cake, cotton seed oil, C L; Cake, nitre, C L; Cake, salt, C L; Castor, pomace, C L; Cinder, wood, C L; Glucose, refuse, when shipped to fertilizer factories, C L; Guano, C L; Gypsum land plaster, C L; Hulls, cotton seed, in bags, bales, barrels, casks, or in bulk, C L, min. wt. 24,000 lbs.; Iron, sulphate of, when shipped to fertilizer factories, C L; Kainit, when shipped to fertilizer factories, C L; Lime, acetate, C L; Marl, green sand, in bags, barrels or casks (not taken when in bulk), C L; Meal, cotton seed, C L; Meal, gluten, when shipped to fertilizer factories, C L; Meal, linseed oil, C L; Plaster, land, C L; Pyrites, C L; Potash, German muriate and sulphate, when shipped to fertilizer factories, C L; Shells, oyster, when shipped to fertilizer factories, C L; Slag, ground, C L; Soda, nitrate, C L; Soda, silicate of, in tank cars, C L; Sulphur, when shipped to fertilizer factories, C L; Tankage and dried blood, C L; Tobacco sweepings or stems, in bags, bales, barrels, casks or in bulk, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading (see Rule 6), C L. (SEE SPECIAL RATES.)</p> <p>FERTILIZERS, L C L, including also: Ashes, cotton seed, L C L; Ashes, tan bark, L C L; Ashes, wood, L C L; Bones, packed, L C L; Bone dust, packed in barrels, casks or in bags, L C L; Cake, cotton seed oil, L C L; Cinders, wood, L C L; Guano, L C L; Gypsum, land plaster, L C L; Hulls, cotton seed, in bags, bales, barrels or casks (not taken when in bulk), L C L; Kainit, when shipped to fertilizer factories, L C L; Marl, green sand, in bags, barrels or casks (not taken when in bulk), L C L; Meal, cotton seed, L C L; Meal, linseed oil, L C L; Plaster, land, L C L; Potash, German, muriate and sulphate, when shipped to fertilizer factories, L C L; Pyrites, L C L; Slag, ground, in bags, L C L; Tobacco sweepings or stems, in bags, bales, barrels, or casks, for fertilizing purposes, so</p>		

	Class.	Class, if Re- leased. (See Rule 5.)
certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading (see Rule 6), L C L; twenty per cent higher than Fertilizers, C L.		
Fibroid, indurated, in packages, L C L	4	5
Fibre, viz.:		
Broom, wood	6	
Same, C L	A	
Cocoa, in bags or sacks, L C L	1	
Same, in dholls or pressed in bales, L C L	2	
N O S, C L	4	
Cotton seed, pressed in bales, L C L	6	
Same, C L, minimum weight 20,000 lbs	A	
Palmetto, pressed in bales, L C L	6	
Same, C L	D	
Pine; same as Excelsior.		
Tampico, in bales, L C L		2
Same, C L		4
Vulcanized, in packages	3	
Fiberware, indurated; same as Woodenware.		
Fifth wheels; see Vehicle materials.		
Figs; see Fruit.		
Figures; see Images.		
Files or rasps, iron or steel, boxed	2	
Filing cabinets; see Furniture.		
Fillers, egg case, of strawboard or wood, knocked down flat, packed in cases, L C L	2	
Same, C L	6	4
Filters, viz.:		
Mechanical, iron, owner's risk of breakage, L C L	3	
Same, C L	6	
Of tripoli or broken stone, boxed or crated, L C L	3	4
Same, C L	4	5
Water filters and coolers, boxed or securely crated	1	
Findings, shoe	1	
Firearms	1	
Fire crackers and fireworks, packed (so marked, ship's option, see Rule 31)	1	
Fire department apparatus, water towers; see Towers.		
Fire escapes; see Iron and steel articles.		
Fire extinguishers; see Extinguishers.		
Fire kindling; see Kindling.		
Fire plug; see Iron and steel articles.		
Firkins; see Tubs.		
Fish, viz.:		
In cans, boxed, L C L	4	
Same, C L	5	
Dry salted, in bundles	1	
Dry salted, packed, N O S	5	

	Class.	Class. if Re- leased. (See Rule 5.)
Dry salted, in boxes, value limited to five cents per lb. (see Rule 6)-----	6	-----
Fresh, packed, prepaid, L C L-----		1
Fresh, packed, collect, freight guaranteed by shipper, L C L-----		1
Fresh, at owner's risk, in refrigerator cars, C L, minimum weight 24,000 lbs., five cents per hundred lbs. higher than Class B.		
NOTE—No freight charges to be made for ice in same car necessary for preservation in transit; provided that not more than 4,000 lbs. per car be carried free.		
Pickled or salted, in barrels, half-barrels, kegs or kits-----	3	6
Smoked, in boxes-----	2	-----
Stuffed-----	3T1	-----
Fish bars; see Iron and steel articles.		
Fishing rods-----	D1	-----
Fishing tackle, boxed-----	1	-----
Fittings, brass pipe, packed, including brass or bronze valves and injectors-----		2
Fittings, iron pipe; see Iron and steel articles.		
Fixtures, viz.:		
Awning, iron; see Iron and steel articles.		
Bank, store, etc.; see Furniture.		
Electric; see Electric instruments and fixtures.		
Gas, packed-----	1	2
Grate; see Grate fixtures.		
Grindstone, iron; see Iron and steel articles.		
Lightning rod; see Lightning rod fixtures.		
Tobacco; see Machinery.		
Flags, coopers; see Coopers' flags.		
Flake malt; same as Cerealine.		
Flanges, wheel; see Iron and steel articles.		
Flasks, viz.:		
Moulders and pipe, iron; see Iron and steel articles.		
Moulders, wood, L C L-----	4	-----
Same, C L-----	6	-----
Flax, pressed in bales-----	3	-----
Flax seed; see Seed.		
Fleshings (trimmings and scraping of hides), L C L-----	4	-----
Same, C L-----	5	-----
Flint, ground, in barrels, casks, kegs or bags-----	4	6
Flour, viz.:		
Buckwheat, in sacks-----	5	-----
Same, in boxes, barrels, kegs or drums-----	6	-----
Corn, same as Corn starch.		
Potato, L C L-----	3	-----
Same, C L-----	5	-----
Rice; see Rice flour.		
Sago; see Sago flour.		

	Class.	Class, if Re- leased. (See Rule 5.)
Self-raising, in sacks-----	5	-----
Same, in boxes, barrels, kegs or drums-----	6	-----
N O S, in barrels-----	F	-----
Same, in half-barrels-----	1/2 of F	-----
N O S, in paper bags or sacks, packed in cases-----		6
N O S, in paper boxes, packed in cases-----		6
N O S, in sacks, owner's risk of wet and waste, estimated weight in half-barrel sacks, 98 lbs.; in quarter-barrel sacks, 49 lbs.; in one-eighth barrel sacks, 24 1/2 lbs.; except that when actual weight is clearly shown to be less, only actual weight is to be charged for; shipments of flour in any except usual size sacks as named above, in all cases to be charged for at actual weight. Bills of lading and waybills must show number of sacks of each weight contained in shipment.-----		C
Flourine, in bags or sacks, L C L-----	3	-----
Same, C L-----	C	-----
Flowers; see Trees and shrubbery.		
Flues, viz.:		
Copper and brass, boxed-----	2	-----
Iron; see Iron and steel articles.		
Lint; see Agricultural implements.		
Tobacco, sheet iron; see Iron and steel articles.		
Flue linings, earthen, packed, L C L-----	4	-----
Same, packed or loose, C L-----	4	A
Fluid, marking, in wood; see Ink.		
Fluor spar, C L-----	A	-----
Same, L C L-----	6	-----
Flux, soldering, in bbls. or kegs, or in cans, boxed-----	4	-----
Fodder; see Hay.		
Foil, tin; see Tin foil.		
Followers, barrel, wooden; see Barrel followers.		
Food, for animals, viz.:		
Cooked, dry, in boxes, barrels or sacks-----	D	-----
Prepared, N O S, in boxes, barrels or sacks, L C L-----	4	-----
Same, C L-----	6	-----
Prepared, in glass, boxed, owner's risk of breakage.	2	-----
Food for birds; see Bird food.		
Food preparation, cereal, N O S, viz.:		
In packages, boxed, L C L-----	4	-----
Same, C L-----	5	-----
In bags or sacks, L C L-----	4	-----
Same, C L-----	5	-----
In barrels, L C L-----	5	-----
Same, C L-----	6	-----
Food preservatives, packed-----	3	-----
Foot-warmers, soapstone; see Soapstone.		

	Class.	Class, if Re- leased. (See Rule 5.)
Foots, cotton seed, in barrels (residuum or cotton seed oil refinings).....	6	-----
NOTE—It is hereby ruled that where special rates are issued on cottonseed oil which are lower than can be made by application of above Classification, that such special rates on cotton seed oil will apply on shipments of cotton seed foots (residuum of cotton seed oil refinings) in like quantities.		
Forges, portable.....	3	-----
Forgings; see Iron and steel articles.		
Forks; see Agricultural implements.		
Fountains, soda, fully boxed (not taken unless fully boxed).....	3T1	-----
Fowls; see Poultry.		
Frames, viz.:		
Awning and shade, iron; see Iron and steel articles.		
Beds; see Furniture.		
Door and window; see Blinds.		
Door and window screen, in the white; see Blinds.		
Door and window screen, wood, without wire cloth, knocked down, boxed or crated, L C L.....	4	-----
Same, minimum weight 15,000 lbs.....	6	-----
Picture and mirror; see Furniture.		
Skylight, wooden, glazed; same as Sash, glazed.		
Same, unglazed; same as Sash, unglazed.		
Skylight, N O S, crated, glazed.....	3	4
Same, unglazed.....	4	5
Freezers, ice cream.....	1	3
Frogs, railroad; see Iron and steel articles.		
FRUIT, CANNED, OR IN GLASS, viz.:		
In glass, packed.....	1	2
In cans, boxed, N O S, L C L.....	4	-----
Same, C L.....	5	-----
FRUIT, DRIED, viz.:		
Apples.....	4	-----
Berries, N O S.....	4	-----
Currants.....	2	2
Dates.....	1	-----
Figs.....	1	-----
Peaches.....	4	-----
Pears; same as Apples.		
Prunes, in boxes or kegs.....	1	-----
Prunes, in barrels or casks.....	3	-----
Raisins.....	2	-----
N O S.....	3	-----

	Class.	Class, if Re- leased. (See Rule 5.)
FRUIT, GREEN (see also Rule 26), viz.:		
NOTE—When green fruits are shipped during cold weather and stoves and fuel are furnished by shipper, one man will be billed in charge of the car to care for fire and property, but he must provide himself with a first-class ticket.		
Stoves returned will be charged for at regular rates.		
Apples, in boxes, L C L; same as Fruit, green, N O S, prepaid or guaranteed.		
Apples, in barrels, actual weight, L C L-----	3	6
Apples—Mixed carloads of apples, beets, cabbage, onions, potatoes and turnips may be taken at same rate as straight carloads of either article.		
Apples, in barrels, crates, boxes or in bulk, C L-----		6
Bananas, packed, prepaid or guaranteed, L C L-----		2
Bananas, loose, C L, minimum weight 20,000 lbs.-----		3
NOTE—Lines are authorized at their option to pass banana messengers for the purpose of looking after the proper ventilation of cars and otherwise caring for shipments, said messengers to be returned free on passenger trains within three days after arrival of fruit at destination. Messengers must not be passed with L C L shipments, and not more than one messenger with one single consignment from one consignor to consignee, and free transportation will only be given to messengers actually in charge of banana shipments, and will not be allowed on account of fruits and vegetables of any other description.		
Berries, N O S, prepaid-----		1
Cranberries-----	3	-----
Grapes, prepaid, L C L-----		1
Grapes, C L, minimum weight 20,000 lbs.-----	1	3
Lemons-----	1	2
Oranges, packed in cylindrical orange boxes, twenty per cent higher than rate charged for oranges packed in boxes of standard size and shape.		
Oranges, N O S-----	1	2
NOTE—When oranges are transferred in transit from ventilator to refrigerator cars, any icing charges incurred thereon must be paid by consignee.		
Pears; same as Apples.		
Pineapples, Florida, per standard box 160 lbs., will take double the commodity rates per standard		

	Class.	Class, if Re- leased. (See Rule 5.)
box of oranges, where such commodity rates on oranges exist.		
Pineapples, N O S, packed, actual weight, prepaid or guaranteed		2
N O S, prepaid or guaranteed	1	2
Fruit bins; see Bins, fruit.		
Fruit jar caps and tops; same as Fruit jars, common.		
Fruit jars; see Glass and glassware.		
Fruit juices; see Preserves.		
Frumentum; same as Cerealine.		
Fuller's earth; see Earth, Fuller's.		
Furnaces, viz.:		
Clay, pail shaped, loose, L C L		6
Clay, pail shaped, released, C L; same as Brick, fire, C L.		
Evaporators; see Agricultural implements.		
Heating, not packed		1
Heating, packed		3
Smelting iron, set up	1	3
Same, knocked down	3	5
FURNITURE, N O S, IN THE WHITE; same as finished furniture.		
FURNITURE, WHEN MANUFACTURED OF PINE, POPLAR OR OTHER COMMON WOODS, C L, viz.:		
Chair stuff or stock, N O S, parts not joined together, in the white (see Rule 18), minimum weight 20,000 lbs.	4	5
Chair stuff or stock, N O S, parts not joined together, in the rough (see Rule 18), minimum weight 20,000 lbs.	5	6
Refrigerators and ice chests, stained, minimum weight 12,000 lbs.	4	
N O S, minimum weight 12,000 lbs.	3	4
FURNITURE, WHEN MANUFACTURED OF PINE, POPLAR OR OTHER COMMON, WOODS, L C L, viz.:		
Bedsteads, folding, boxed or crated	1	2
Bedsteads, N O S, wrapped or crated	2	3
Bed slats, in bundles or crates	2	3
Bureaus, wrapped or crated	2	3
Cabinets, kitchen, tin; same as Safes, kitchen.		
Church furniture, wrapped or crated, set up	1½	1
Same, knocked down,	2	3.
Cots, set up	1	2
Cots, knocked down or folded	2	3
Cribs, knocked down or folded	2	3

	Class.	Class, if Re- leased. (See Rule 5.)
Desks and seats, school, set up or folded.....	2	3
Same, knocked down.....	3	4
Desks, N O S, wrapped or crated.....	1	2
Frames, bureau glass, in bundles.....	1	2
Frames, lounge, set up.....	1½	1
Frames, lounge, backs taken off.....	1	2
Refrigerators and ice chests, stained.....	3	-----
Safes, pantry, meat or kitchen, set up.....	1½	1
Same, knocked down, packed.....	2	3
Slats, bed; see Bed slats.		
Stands, hall, wrapped or crated.....	2	3
Tables, wrapped or crated, set up.....	1½	1
Tables, knocked down flat.....	2	3
Table legs, slides, leaves and supports.....	2	3
Wardrobes, wrapped or crated, set up.....	1½	1
Same, knocked down.....	2	3
Washstands, wrapped or crated.....	2	3
N O S, wrapped or crated, set up.....	1½	1
N O S, wrapped, crated or boxed, knocked down	2	3
FURNITURE, WHEN MANUFACTURED OF ASH, MAHOGANY, MAPLE, OAK, ROSE- WOOD, WALNUT, CHESTNUT OR OTHER HARD WOODS, C L, viz.:		
Chairs, N O S, 8,000 lbs. minimum.....	2	3
Chair stuff or stock, N O S, parts not joined to- gether, in white (see Rule 18), minimum weight 20,000 lbs.....	4	5
Chair stuff or stock, N O S, parts not joined to- gether, in the rough (see Rule 18), minimum weight 20,000 lbs.....	5	6
Desks, school, or school seats, knocked down or folded, minimum weight 12,000 lbs.....	3	4
Refrigerators and ice chests, packed or wrapped, minimum weight 12,000 lbs.....	3	-----
N O S, minimum weight 12,000 lbs.....	2	3
FURNITURE, WHEN MANUFACTURED OF ASH, MAHOGANY, MAPLE, OAK, ROSE- WOOD, WALNUT, CHESTNUT, OR OTHER HARD WOODS, L C L, viz.:		
Bedsteads, folding, boxed or crated.....	1	2
Bedsteads, N O S, wrapped or crated.....	1	2
Bureaus, wrapped or crated.....	1	2
Church furniture, wrapped or crated, set up.....	-----	1½
Same, knocked down.....	-----	2
Cots, set up.....	1½	1
Cots, knocked down or folded.....	2	3
Cribs, knocked down or folded.....	1	2
Desks and seats, school, set up or folded.....	1	2
Same, knocked down.....	1	3

	Class.	Class, if Re- leased. (See Rule 5.)
Desks, N O S, wrapped or crated.....	2	2
Frames, bureau glass, in bundles.....	1	2
Frames, lounge, set up.....	1½	1
Frames, lounge, backs taken off.....	1	2
Frames, parlor.....	1½	1
Frames, picture or mirror, in bundles.....	1½	1
Same, in boxes.....	1	2
Lounges, upholstered, backs taken off.....	1½	1
Racks, hat, wrapped or crated, set up.....	1½	1
Same, knocked down or folded.....	1	2
Refrigerators and ice chests, packed or wrapped.....	2	-----
Sideboards, wrapped or crated.....	1½	1
Sofas, N O S, and tete-a-tetes, wrapped or crated.....	1½	1
Sofas, nedofik, adjustable; same as Sofas, N O S.		
Stands, hall, wrapped or crated.....	1	2
Tables, wrapped or crated, set up.....	D1	1½
Tables, knocked down flat.....	1	2
Table legs, slides, leaves and supports.....	2	3
Wardrobes, wrapped or crated, set up.....	D1	1½
Same, knocked down.....	1	2
Washstands, wrapped or crated.....	1	2
N O S, wrapped or crated, set up.....	D1	1½
N O S, wrapped or crated, or boxed, knocked down.....	1	2

FURNITURE, NOT INCLUDED IN THE FORE-
GOING LISTS, viz.:

NOTE—The above ratings will not apply on spring
or woven wire beds nor on spring or woven wire
mattresses.

Bed bottoms, manufactured of transverse or lat- ticed wooden strips and wire, L C L (see note).....	1	-----
Same, C L, minimum weight 12,000 lbs.....	3	4
Beds, spring or woven wire.....	1½	-----
Beds, spring or woven wire, C L, minimum weight 12,000 lbs.....	3	4
Bedsteads, iron or brass, viz.:		
Set up, L C L.....	-----	1
Knocked down, L C L.....	-----	2
C L, minimum weight 12,000 lbs.....	-----	4
Book cases, wrapped or crated.....	1½	1
Cabinet, or casing, revolving display; same as Stands, revolving display, wooden.		
Castors, roller, packed, L C L.....	2	-----
Chair and stepladder, combination, set up.....	1½	-----
Same, knocked down, in bundles.....	1	-----
Chairs, bamboo, rattan, reed or willow.....	3T1	-----
Chairs, wood, with cane, splint, rattan, reed, wil- low, bamboo, or solid wooden seats, whether manufactured of common or hard woods, set up.....	1½	1

	Class.	Class, if Re- leased. (See Rule 5.)
Same, K D, boxed, crated or wrapped in bundles.....	1	2
Chairs, barber, dental or surgical, boxed or crated.....	1½	-----
Chairs, camp, or folding seat.....	1½	1
Chairs, N O S, 8,000 lbs. minimum.....	3	4
Chairs, opera, iron, packed, knocked down, L C L.....	1½	1
Chairs, opera, iron, packed, C L, minimum weight 20,000 lbs.....	3	-----
Chairs, upholstered, set up.....	3T	D1
Same, knocked down, boxed, crated or wrapped in bundles.....	D1	1½
Chairs, reclining, boxed or crated.....	1½	-----
Chair seat material, viz.:		
Canes, split, rattan, reed, willow, or bamboo, packed in bales.....		1
Cushions, furniture, in bales or cases, owner's risk of chafing.....	1	-----
Easels.....	D1	1½
Filing cabinets, boxed or crated (not taken unless boxed or crated).....	1	-----
Filing cases or document boxes, boxed or crated (not taken unless boxed or crated).....	D1	-----
Fixtures, for fitting banks, stores, saloons, offices, etc., of hard or soft woods, polished or finished, with or without mirrors inserted in panels, or openings to be fitted thereto, knocked down and fully boxed, wrapped or crated (mirrors to be properly boxed), L C L.....	1½	1
Same, C L, minimum weight 12,000 lbs.....	2	3
Lounges, rattan or willow.....	1½	1
Marble, slate, granite or stone slabs, for furniture or mantels; see Marble.		
Mattresses, hair, wool, moss, feather, spring or woven wire.....	1½	-----
Mattresses, palmetto fibre.....	3	-----
Mattresses, shuck, excelsior, straw, cotton or shoddy.....	3	-----
Poles and rods, curtain, viz.:		
Stained, varnished or otherwise finished, boxed or crated.....	1	-----
In the rough, in boxes, crates or bundles, L C L.....	2	4
Same, C L, minimum weight 12,000 lbs.....	5	6
In the white.....	4	-----
Refrigerators, metallic, L C L.....	2	-----
Same, C L, minimum weight 12,000 lbs.....	3	-----
Refrigerator or cooling room material, in complete sets, knocked down, minimum weight 1,500 lbs. each.....	3	4
Tables, bamboo, rattan, reed or willow.....	3T1	-----
Safes or covers, cheese.....	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Settees; same as Chairs.		
Springs, bed and furniture, in bundles, wired together	1½	
Springs, bed and furniture, compressed and packed in barrels, casks or boxes	3	
Stands or racks, music, viz.:		
Bamboo, reed or willow, crated or boxed	D1	1½
Iron or wood, wrapped, crated or boxed, set up	1½	1
Iron or wood, knocked down flat, wrapped, crated or boxed	2	3
Stands, revolving, display, wooden, viz.:		
Boxed or crated, set up	1½	1
Boxed or crated, knocked down, shelves, caps and bases taken off	1	2
Stools, piano	1	
Tables, billiard, and billiard table beds, boxed	D1	1
Wall cases, partly of glass panels	1½	1
Furs; see Hides.		
Fuse	1	
Fustic, extract, in barrels or casks	4	5
G		
Galvanized iron watering pots; see Pots, watering, galvanized iron.		
Gambier	4	
Game; same as Poultry.		
Gas, in iron bouys, requiring flat or gondola cars, minimum weight 5,000 lbs. each	1	
Gas, for dental purposes or for calcium lights, in cylinders, O R L		1
Gas, liquid, carbonic acid, in iron tubes and soda water retorts	2	4
Gas purifier boxes, C L	3	5
Gas trays; see Trays, gas.		
Gasoline; see Oil.		
Gauges, steam; see Machinery and machines.		
Gelatine	1	
Generators, acetyline gas; see Machinery and machines.		
Generators, gas, N O S; see Machinery and machines.		
Gigs; see Vehicles.		
Ginger, ground, in boxes	2	
Ginger, in bags	3	
Ginger ale; see Ale.		
Ginghams; see Dry goods.		
Gins; see Agricultural implements.		
Ginseng	1	

	Class.	Class, if Re- leased. (See Rule 5.)
GLASS AND GLASSWARE, viz.:		
Battery jars, in packages, owner's risk of breakage, L C L-----	2	-----
Same, C L, minimum weight 20,000 lbs-----	6	-----
Bottles, viz.:		
Ale, beer and porter, empty, returned; see Ale and beer packages.		
Common, packed, L C L-----	3	4
Common, packed, C L-----	3	5
Common, packed, in bulk, C L, minimum weight 20,000 lbs-----		5
Oil, in metal jackets-----	1	2
Bottles, viz.:		
Soda water, mineral or areated water (glass or earthenware), empty, returned to original shipper and point of shipment, packed either in packing in cases or otherwise-----	4	E
Carboys, viz.:		
Empty, L C L-----	D1	3
Empty, C L, minimum weight 20,000 lbs-----	3	5
Empty, returned, L C L-----		4
Empty, returned, C L, minimum weight 15,000 lbs-----		6
Cathedral, viz.:		
Rough, framed or leaded, in packages, owner's risk of breakage, L C L-----		1
Rolled, comprising all varieties of cast or rolled colored glass, not framed or leaded, L C L-----	2	3
Same, C L, owner's risk of breakage-----		4
Colored, stained, decorated, enameled, ground figures or etched, L C L-----	1½	1
Same, C L-----	1	2
Chimneys, packed, L C L-----	1	2
Same, C L, minimum weight 16,000 lbs-----	3	4
Demijohns, viz.:		
Carloads-----	3	5
Empty, not packed, L C L-----	4T1	3T1
Empty, N O S, packed, L C L-----	D1	1½
Empty, each enclosed in a separate box or crate, L C L-----		1
Filled, packed (not packed or boxed, not taken), L C L-----	D1	1½
Electric light globes or bulbs, L C L-----	D1	-----
Same, C L, minimum weight 16,000 lbs-----	3	-----
Fruit jars, common, packed, L C L-----	2	4
Same, C L, minimum weight 20,000 lbs-----	3	5
Glass, broken or cullet, in packages, L C L-----	5	-----
Same, C L-----	A	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Glassware, viz.:		
Common, N O S, not engraved or etched, L C L.	1	2
Same, C L, minimum weight 20,000 lbs.....	2	3
Fine, engraved or etched.....	D1	1
Fine, N O S.....	D1	1
Insulators, packed.....		4
Lanterns, packed.....	1	
Lantern globes.....	2	3
Mirrors, viz.:		
Over 7x12 feet, packed; Special contract.		
Over 3 feet (not exceeding 7x12), packed.....	3T1	1
Three feet or under, packed.....	3T1	2
Oil cans, with metal jackets, packed; see Cans, empty.		
Plate glass, boxed, viz.:		
Capable of being loaded in box cars, N O S, L C L.....	1½	1
Same, C L.....	1	2
When boxes are of such size as to require flat or gondola cars (see Rule 24), shipments to be received for transportation only when properly loaded and secured by suitable frame- work firmly attached to cars by shipper, and to be unloaded by consignee or at his ex- pense, C L, minimum weight 10,000 lbs.....		2
Rough or ribbed glass (not glazed sash), for vaults, skylights, roofs and floors, L C L.....	3	4
Same, C L.....	4	5
Show cases, entirely boxed (not taken unless entirely boxed).....	D	1½
Signs, prepaid.....	3T1	1
Tiling, sidewalk, of glass and iron; see Tiling.		
Tumblers, common, packed, L C L.....	1	2
Same, C L, minimum weight 20,000 lbs.....	2	3
Window glass, viz.:		
Common, 80 united inches in dimensions or un- der, L C L.....	3	4
Same, C L.....	4	5
Over 80 united inches in dimensions, L C L.....	2	3
Same, C L.....	3	4
Glass ball traps; see Traps.		
Glass cutting boards; see Boards, cutting glass.		
Glucose and glucose syrup; same as Molasses.		
Glucose refuse or gluten meal, in barrels or casks, L C L.....		6
Glucose refuse or gluten meal, when shipped to fer- tilizer manufacturers, C L; see Fertilizers.		
Glue, viz.:		
In barrels or casks.....	4	
Liquid, in cans, boxed.....	3	

	Class.	Class, if Re- leased. (See Rule 5.)
Glue, liquid, in glass, boxed.....	2	-----
Dry, in barrels or casks.....	4	-----
Same, in bags or sacks, O R W.....	4	-----
Glutrose, in barrels, kegs or casks.....	4	-----
Glycerine, viz.:		
In cans, boxed.....	1	-----
In barrels or casks.....	3	4
In iron drums.....	3	4
Glycerine, nitro; see Explosives.		
Graders' outfit; see Outfits.		
Graders, road, and road machines; see Machinery and machines.		
Graphite; same as Plumbago.		
Grain, brewers' dried (refuse malt), C L.....	D	-----
Grain, packed in boxes, any quantity.....	2	-----
Same, packed, except in boxes.....	D	-----
Grain, in bulk, C L.....	D	-----
Granite; see Marble.		
Granite roofing; see Roofing.		
Graniteware or granite stamped ware; see Agateware.		
Granulated steel; see Iron and steel articles.		
Granulators, tobacco; see Agricultural implements.		
Grapes; see Fruit, green.		
Graphophones; see Phonographs.		
Grass turf; see Turf.		
GRATES, viz.:		
Loose, L C L.....	1½	1
Packed, L C L.....	2	3
Packed or loose, C L.....		5
GRATES, PARTS OF, viz.:		
Bars; see Iron and steel articles.		
Baskets, loose.....	1	3
Baskets, packed.....	2	4
Fixtures, loose, L C L.....	1½	1
Fixtures, packed, L C L.....	2	3
Fixtures, C L.....		5
Fronts, fenders and frames, loose.....	1	3
Fronts, fenders and frames, packed.....	2	4
Gravestones; see Monuments.		
Gravel roofing; see Roofing.		
Grease, viz.:		
Axle, all kinds.....	6	-----
Car, in barrels.....	6	1
N O S, in barrels or kegs.....	3	5
N O S, in buckets, tubs or kits.....	2	3
Grenades; see Extinguishers.		
Griddles, soapstone; see Soapstone griddles.		
Grindstone fixtures, iron; see Iron and steel articles.		

	Class.	Class, if Re- leased. (See Rule 5.)
Grindstone frames, with or without grindstones, set up, L C L.....	1	-----
Same, knocked down or tied in bundles, L C L.....	3	-----
Same, in straight carloads, or mixed carloads with grindstones.....	6	-----
Grindstones, L C L.....	-----	6
Same, not mounted, C L.....	6	A
Same, shipped with whetstones, C L; see Whet- stones.		
Grits, viz.:		
In bags; same as Corn meal.		
In barrels; same as Flour, in barrels.		
In boxes or drums, L C L.....	4	-----
Same, C L.....	5	-----
Groceries, N O S.....	2	-----
Guano; see Fertilizers.		
Guano horns, tin, N O S.....	D1	-----
Guano horns, tin, crated.....		3
Guards for street cars; see Iron and steel articles.		
Gum, viz.:		
Camphor; see Camphor.		
Copal, shellac and kowrie.....	2	-----
Chewing.....	1	-----
N O S.....	2	-----
Gun cotton; see Explosives.		
Gunny bags; see Bags.		
Gunpowder; see Explosives.		
Guns, rifles; see Firearms.		
Gutters, hanging; see Iron and steel articles.		
Gypsine; see Wall finish.		
Gypsum, land plaster, fertilizer; see Fertilizers.		
H		
Hair, viz.:		
Cattle, for plastering, pressed in bales.....	4	-----
Curled, pressed in bales.....	1	-----
In sacks.....	1	-----
Hair, felt.....	1	-----
Hair goods, manufactured, packed in boxes.....	D1	-----
Hair rope; see Rope.		
Hames; see Saddlery.		
Hammocks, portable, wooden, with or without can- opy tops, K D, in bundles.....	1	2
Hammocks, N O S, with or without fixtures.....	1½	1
Hams; see Meat.		
Handles, viz.:		
Broom, boxed, crated or in bundles, L C L.....	4	-----
Broom, C L.....	6	-----
Broom handles and broom corn, mixed, C L; see Broom corn.		

	Class.	Class, if Re- leased. (See Rule 5.)
Mop handles, with or without heads, in bundles, crates or boxes.....		3
Parcel handles, plain or wired, in boxes or barrels.....		3
Plow; see Agricultural implements.		
N O S, boxed or crated, L C L.....	4	
N O S, C L.....	6	
Hangers, barn door; see Iron and steel articles.		
Hangers, eave trough.....	2	
Hangers, timber; see Iron and steel articles.		
Hangers, N O S; see Machinery.		
Hardware, saddlery; same as Hardware, N O S.		
Hardware, N O S, boxed.....	2	
Harness; see Saddlery.		
Harrows; see Agricultural implements.		
Harrow teeth; see Iron and steel articles.		
Harvesters; see Agricultural implements.		
Hatchets, boxed; same as Axes.		
Hat blocks; see Blocks.		
Hat racks; see Furniture.		
Hats and caps; same as Dry goods, N O S.		
Haversacks.....	1	
Hay, fodder and straw, pressed in bales, L C L (see Rule 30).....	5	
Same, C L, minimum weight 20,000 lbs.....	D	
Hay, salt; see Sea grass.		
Hay racks, iron; see Iron and steel articles.		
Heading; same as Barrel material.		
Headlights, boxed.....	D1	
Hearses; see Vehicles.		
Heaters, steam; see Radiators.		
Hektograph composition.....	1	
Hemp, in bales.....	3	
Hemp packing; see Packing.		
Hemp stalks, in bales or bundles.....	5	
Herbs; see Roots.		
Hessians, in original bales.....	6	
Hides, scraps (raw hide).....	6	
Hide trimmings and scrapings; see Fleshings.		
Hides, furs, peltries and skins, viz.:		
Furs, in bags.....	3T1	
Furs, in boxes, bundles or trunks, strapped.....	D1	
Furs, N O S; see Skins, N O S.		
Hides, dry, loose.....	1	
Hides, dry, tied in bundles or bales, any quantity.....	4	
Hides, dry, in bales, compressed.....	5	
Hides, green.....	5	
Hides, green, salted.....	6	
Peltries; see Skins, N O S.		
Skins, deer, pressed in bales.....	2	

	Class.	Class, if Re- leased. (See Rule 5.)
Skins, N O S, furs and peltries, value limited to 25 cents per lb. (see Rule 6), in bags-----	D1	1
Same, pressed in bales-----	1	2
Same, N O S-----	D1	-----
Skins, sheep, dry, in bales-----	1	-----
Same, green, in bundles-----	2	-----
Same, salted, in bundles-----	3	-----
High wines; see Liquors.		
Hinges; see Iron and steel articles.		
Hives, bee; see Bee hives.		
Hobby horses; see Toys.		
Hods, viz.:		
Brick or mortar, wooden, set up-----	3	-----
Same, knocked down-----	5	-----
Brick or mortar, iron or steel; see Iron and steel articles.		
Coal; see Buckets.		
Hoes; see Agricultural implements.		
Hoisters or carriers, hay; see Agricultural imple- ments		
Holders, clothesline; see Clothesline holders.		
Holders and cutters of rolled paper; see Paper holders and cutters.		
Hollowware, viz.:		
Shipped separately from stoves, loose or in bun- dles, L C L-----	1	3
Same, C L, minimum weight 20,000 lbs-----	3	5
Same, packed, L C L-----	1	3
Shipped with stoves; see Stoves.		
Hominy, viz.:		
Canned, L C L-----	4	-----
Same, C L-----	5	-----
In bags; same as Meal, corn.		
In barrels; same as Flour, in barrels.		
In boxes; same as Grits, in boxes.		
Hominy flakes; same as Meal, oat.		
Honey, viz.:		
In comb, boxed-----	1	3
In glass or tin, boxed-----	1	3
In barrels or kegs-----	3	5
Honey extractors, crated-----	1	-----
Honey section boxes or frames, in crates or boxes-----	3	4
Hoods, electric light; see Electric light hoods.		
Hoof stuffing, in tubs, kegs, half-barrels or barrels-----	4	-----
Same, N O S-----	3	-----
Hoofs and horns, in packages, L C L-----	4	-----
Hoofs and horns, C L-----	A	-----
Hooks, backband; see Saddlery.		
Hooks, iron; see Iron and steel articles.		
Hooks, meat, returned; see Meat boxes.		
Hoopoles; same as Barrel material,		

	Class.	Class. if Re- leased. (See Rule 5.)
Hoop skirts.....	D1	-----
Hoops, barrel, wooden; same as Barrel Material.		
Hoops, truss, coopers'.....	1	-----
Hops, in boxes.....	1	-----
Same, in bales.....	2	-----
Horns; see Hoofs.		
Horse and mule shoes; see Iron and steel articles.		
Horse powders; see Powders.		
Horse powers; see Agricultural implements.		
Horses, stitching, crated, set up.....	1	-----
Horses, stitching, boxed, knocked down.....	3	-----
Hose, viz.:		
Canvas, loose.....		1
Canvas, in boxes or bales.....	2	-----
Leather.....	2	-----
Rubber.....	3	-----
Hose carriages; see Vehicles.		
Hosiery; see Dry goods.		
Hospital stores.....	1	-----

HOUSEHOLD GOODS AND OLD FURNITURE, subject to the following rules, viz.:

1. Each article must be plainly marked or tagged.
2. Bundles of bedding, trunks of clothing, household goods, or similar articles (not furniture) will not be received for transportation unless packed. Chests of similar articles must be strapped or securely nailed. This does not apply to household goods, C L.
3. Any agent receiving this class of freight contrary to the foregoing rules will be charged with such expenses (for boxing or transportation) as may be necessary to forward goods to destination without delay.
4. Bills of lading and way-bills must designate character and number of packages.
5. These instructions apply to old and second-hand furniture, clothing, bedding, etc., not to new articles.
6. Shipments destined to points beyond the Southeastern Freight Association territory, must be released and prepaid, and the original release attached to way-bill accompanying the shipment.
7. In all cases where limitation of value is expressed in the Classification, it must be written out or stamped in full upon bills of lading, and shippers must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.

	Class.	Class, if Re- leased. (See Rule 5.)
8. The classification of "Household goods and old furniture" will not cover the shipments, of second-hand furniture, shipped by furniture dealers or for sale. Such shipments must be charged for at regular furniture rates.		
9. All shipments of household goods in L C L lots must be fully prepaid.		
Household goods and old furniture, packed, value over \$5 per 100 lbs. and full value expressed in bill of lading, said valuation to apply only in case of loss or damage-----	D1	1
Household goods and old furniture, well packed, value limited to \$5 per 100 lbs, in case of loss or damage, and so expressed in bill of lading (see Rule 6), L C L-----	1	4
Same, C L, minimum weight 20,000 lbs-----	2	6
HOUSEHOLD GOODS AND OLD FURNITURE, WITH LIVE STOCK, not exceeding five head, one attendant to have free passage on same train as car (ship's option), value limited to \$5 per 100 lbs. in case of loss or damage, and so expressed in bill of lading (see Rule 6), C L, minimum weight 20,000 lbs-----	D1	5
Houses, portable, L C L-----	4	
Same, C L-----	6	
Hubs; see Vehicle material.		
Hullers; see Agricultural implements.		
Hulls, cotton mote-----	A	
Hulls, cotton seed, in bulk, L C L, not taken.		
Hulls, cotton seed, in bulk, C L; see Fertilizers.		
Hulls, cotton seed, in bags, barrels or casks; see Fertilizers.		
Husks or shucks, viz.:		
Hackled or bleached, for manufacturing purposes, compressed in bales, L C L-----	4	
Same, C L, minimum weight 20,000 lbs-----	D	
Loose or in bags, not taken.		
N O S, compressed in bales, L C L-----	5	
Same, C L, minimum weight 20,000 lbs-----	D	
Hydrants; see Iron and steel articles.		
I		
Ice, C L.		
NOTE—With shipments of ice in C L lots, 1,000 pounds of sawdust, chaff or other packing, will be allowed free.		
Ice, packed in boxes, casks or bags, in sawdust or chaff, prepaid, L C L-----		4

	Class.	Class, if Re- leased. (See Rule 5.)
Ice cream material, in cans containing 5 gallons or more.....	1	2
Icing, sugar; see Sugar.		
Images and figures, bronze or metal, packed, not iron, statuary.....	3T1	D1
Images and figures, wax, boxed and securely packed.....	3T1	D1
Incubators, boxed or crated, knocked down; L C L.....	1	-----
Same, C L, minimum weight 15,000 lbs.....	3	-----
Indigo.....	1	-----
Indigo auxiliary; same as Indigo.		
Indigo extract, in barrels.....	3	4
Infusorial earth; same as Food preservatives.		
Ingots, steel; see Iron and steel articles.		
Ink, viz.:		
Printing, in wood.....	4	-----
Printing, in other packages.....	3	-----
Marking fluid, in wood.....	4	-----
N O S, in wood.....	4	-----
Writing fluid, in glass or stone, boxed.....	3	-----
Insecticides, in boxes or barrels (used for field crops).....	3	4
Instruments, viz.:		
Electric; see electric instruments and fixtures.		
Musical; see Musical instruments.		
Nautical, viz.:		
Compasses, mariners, boxed.....	-----	D1
Surgical; see Surgical instruments.		
Insulators; see Glass and glassware.		
IRON AND STEEL ARTICLES, BOXED OR CRATED, N O S.....	1	1
IRON AND STEEL ARTICLES (NOT BOXED OR CRATED UNLESS SO SPECIFIED), viz.:		
Anchors.....	5	-----
Anvils.....	5	-----
Architectural; see Special iron.		
Awning and shade frames and fixtures, knocked down, in bundles, wired or crated.....	2	-----
Axles, viz.:		
Car; see Special iron.		
Car spring plates and journal box lids.....	6	-----
Carriage or wagon, loose or wired together; see Special iron.		
Carriage or wagon, crated.....	4	-----
Bar, band, boiler and plate, all unpacked; see Special iron.		
Bar, steel, crated so as to permit easy inspection; see Special iron.		
Bed fasteners, in barrels or casks, and contents marked thereon.....	4	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Bells, viz.:		
Cast iron, L C L.....	2	3
Cast iron, C L.....		5
Sheet iron, packed.....	3	
Blooms and billets, steel, L C L; same as Pig iron, L C L.		
Blooms and billets, steel, per ton of 2,240 lbs., C L; Same as Pig iron, per ton of 2,268 lbs., C L.		
Bolts, nuts, rivets and washers, in kegs, casks, bar- rels or drums; see Special iron.		
Bolts, nuts, rivets and washers, except in kegs, casks, barrels or drums.....	2	
Booths, viz.:		
Police patrol, sheet iron, set up, L C L.....		2
Same, C L.....		5
Voting, L C L.....		2
Same, C L.....		5
Boxes, cast iron, meter.....		5
Boxes, safe deposit, L C L.....	2	
Same, C L.....	4	
Boxes and skeins, viz.:		
Vehicle, boxed.....	2	
Vehicle, loose, N O S.....	3	
Vehicle, in kegs, barrels or casks, released; see Special iron.		
Wagon axle, loose, L C L.....	3	
Wagon axle, shipped on axles, said axles loose or in bundles.....	6	
Wagon axle, loose, C L, owners to load and un- load; see Special iron.		
Box straps (metal bands), packed in boxes.....	2	
Box straps (metal bands), packed in barrels.....	6	
Brackets, shelf, steel, N O S, L C L.....	4	
Same, C L.....	5	
Brakes, viz.:		
Wagon, in boxes or loose, tied in bundles, L C L.....	5	
Wagon, packed in barrels, L C L.....	5	
Wagon, C L.....	6	
Brake beams; see Special iron.		
Brake ratchets, wagon; same as Brakes, wagon.		
Brake shoes, in boxes or casks, contents described on packages.....	5	6
Brake shoes, wired in bundles; see Special iron.		
Brake shoe slugs, in boxes or casks, contents marked on package.....	5	6
Bridge iron and bridge material; see Special iron.		
Buckets, viz.:		
Elevator, pressed in packages, owner's risk of wet and rust, L C L.....		4
Same, C L.....		5
Galvanized iron, closely nested, L C L.....	1	3

	Class.	Class, if Re- leased. (See Rule 5.)
Galvanized iron, C L, minimum weight 20,000 lbs.-----		4
Ore, not less than 1,000 lbs. each, charged for-----	6	
Buckles, turn, N O S-----	2	
Same, wrought iron truss, L C L-----	4	
Same, C L-----	5	
Cans, galvanized iron, viz.:		
For manufacture of ice, nested, L C L-----		1
Same, C L-----		4
N O S-----	1	2
Car bolsters; see Special iron.		
Car replacers, in bundles; see Special iron.		
Casks, for ammonia water, naphtha, etc., returned empty-----	6	
Castings, viz.:		
In boxes-----	2	
In kegs, barrels, casks, crates, sacks or wired to- gether in bundles (not machinery, or sewing machines)-----	4	5
Unpacked (not machinery or parts thereof), each piece weighing under 200 lbs.-----	3	5
Unpacked (not machinery or parts thereof), each piece weighing 200 lbs. or over; see Spe- cial iron castings in carloads.		
Castings, rough, N O S, not machinery nor parts thereof, nor sewing machines nor parts there- of, nor stove castings, in kegs, barrels, casks, crates, sacks, or wired together in bundles; see Special iron.		
Draft iron; see Special iron.		
Parts of compresses, each piece weighing 2,000 lbs. or over; see Special iron.		
Cattle guards; see Special iron.		
Ceiling, viz.:		
In boxes, bundles or rolls, owner's risk of wet and rust, L C L-----		5
Same, C L-----		6
N O S-----	2	
Cesspools-----	4	
Chains, viz.:		
Cable-----	5	
In boxes-----	5	
Iron, in coils; Special iron rates.		
In kegs, casks or barrels, value limited to 2 cents per lb. (see Rule 6); see Special iron.		
In casks or barrels, N O S-----	5	
Loose-----	3	
Chain belting, packed in casks or barrels, value limited to 2 cents per lb. (see Rule 6)-----	6	
Chain belting, N O S, loose or in bundles, boxes, barrels or kegs-----	5	

	Class.	Class, if Re- leased. (See Rule 5.)
Chairs; see Statuary, iron.		
Cones, blacksmiths'; same as Anvils.		
Cores, paper; see Cotton or woolen mill machinery.		
Cores or spools, iron; see Special iron.		
Cornices, galvanized or sheet iron; see Cornices.		
Cotton mill rollers; see Machinery.		
Couplers, car, patent; see Special iron.		
Couplings, shafting, steel; same as Machinery, N O S.		
Covers, manhole, packed, and contents described, or wired in bundles	3	5
Cranes, iron, railroad mail	2	
Crowbars; see Special iron.		
Cylinders, for holding acid; see Drums, iron.		
Dog irons, cast, value limited to 2 cents per lb. (see Rule 6); same as Castings.		
Dog irons, N O S, packed	2	
Door hangers and tracks, N O S; same as Hard- ware.		
Door hangers and tracks, in crates or wired to- gether, in bundles	4	
Doors	4	
Draft, iron; see Special iron.		
Drawbars (not automatic couplings), crated or wired in bundles		6
Drive well points, boxed	2	
Drums, tubes, cylinders, egg-shaped retorts, for holding acid, when open cars are required for transportation	1	
Drums, empty or returned, used for transporting coal oil or its products, L C L	1	3
Same, C L	3	6
Drums, iron, empty or returned, N O S	6	
Fencing, expanded iron	5	
Fencing, field, woven wire, in rolls	5	
Fencing, N O S	3	5
Fenders, for street cars, L C L	2	3
Same, C L	4	6
Filings and rust, iron; see Special iron.		
Fire escapes, with or without water pipes, in sec- tions not over fifteen feet in length, in bundles or crates	3	5
Fish bars, fastenings and steel rail braces; see Special iron.		
Fittings, pipe; see Pipe fittings, iron.		
Fixtures, viz.:		
Awnings and shade; see Awning fixtures, iron.		
Grate; see Grates, parts of.		
Grindstone, not embracing cog-wheels or pul- leys, in boxes, bundles or casks	4	
Flasks, moulders', and pipe; same as Castings.		

	Class.	Class, if Re- leased. (See Rule 5.)
Flue iron; same as Sheet iron.		
Flues, boiler.....	4	-----
Flues, tobacco, sheet iron.....	1	-----
Flues, N O S.....	4	-----
Forgings, viz.:		
In boxes.....	2	-----
In kegs, N O S.....	5	-----
Parts of compresses, each piece weighing 2,000 lbs. or over; see Special iron.		
Frames, awning and shade; see Awning frames, iron.		
Galvanized iron cornices; see Cornices.		
Galvanized iron work, N O S.....	2	4
Galvanized sheet iron; see Iron, sheet.		
Grate bars; same as Castings.		
Grate baskets, fronts, fenders, and frames; see Grates, parts of.		
Guards for street cars, L C L.....	2	3
Same, C L.....	4	6
Gutters, hanging, galvanized, viz.:		
Not nested, L C L.....		1
Same, C L.....		4
Nested, in crates, L C L.....		2
Same, C L.....		4
Harrow teeth, in kegs or barrels; see Special iron.		
Harrow teeth, packed, N O S.....	6	-----
Hinges, in boxes, contents marked or stenciled thereon.....	4	-----
Hinges and hooks, in kegs, barrels or casks, con- tents marked or stenciled thereon.....	5	-----
Hods, brick or mortar, set up.....	3	-----
Same, knocked down.....	5	-----
Hooks; see Hinges, iron.		
Hooks, backband, iron, in kegs, barrels or casks..	5	-----
Hydrants, fire plug and water gates, cast iron, L C L.....	4	-----
Same, C L.....	5	-----
Ingot, steel; same as Blooms and billets, steel.		
Jail work; see Prison work, iron.		
Kegs, powder, sheet iron, owner's risk of wet and rust, L C L.....		1
Same, C L, minimum weight 20,000 lbs.....		5
Kettles or pans, large, cast iron.....	2	4
Kilns, lime, or parts thereof, manufactured of sheet or boiler iron, with cast iron doors, door frames, grates, and floors, crated, boxed or in bundles, knocked down, released, L C L.....		6
Same, released, C L; see Special iron.		
Same, not released, C L.....	5	-----
Knuckles, steel, parts of patent car couplers; see Special iron.		

	Class.	Class, if Re- leased. (See Rule 5.)
Lapirings; see Special iron.		
Lasts, shoe, in boxes or barrels, value limited to 2 cents per lb. (see Rule 6), contents described on packages	4	5
Lathing, expanded iron	5	
Lathing, in boxes or bundles, L C L	3	
Same, C L	6	
Links and pins, viz.:		
In boxes	2	
In kegs	5	
In bundles, barrels or casks; see Special iron.		
Magazines, powder, portable, empty	1	
Magazines, powder, stationery, knocked down flat, in bundles, crates or boxes	4	
Mandrels, blacksmiths'; same as Anvils.		
Mangers or hay racks, viz.:		
Loose, L C L	2	3
Wired in bundles or nested and crated, L C L	3	4
Wired in bundles or nested and crated, or loose, C L, minimum weight 15,000 lbs.		5
Mantels, not packed	1	3
Same, packed	2	4
Matting, floor, in rolls or bundles, owner's risk of wet and rust	1	2
Mattocks, in boxes	2	
Same, in bundles, barrels or kegs; see Special iron.		
Meter boxes, cast iron		5
Moulds, bottle, loose	2	
Moulds, ingot, crated	4	
Muck and puddle bar iron, L C L; same as Pig iron, L C L.		
Muck and puddle bar iron, per ton of 2,240 lbs., C L; same as Pig iron, per ton of 2,268 lbs., C L.		
Nail rods, packed	2	
Same, not packed	6	
Nails, viz.:		
In boxes (nails and spikes, N O S)	2	
In boxes (horse and mule shoe)	5	
In bags (nails and spikes)	3	
In kegs (finishing)	5	
In kegs (wire); see Special iron.		
In kegs (nails and spikes, N O S); see Special iron.		
Pans, sheet iron or dripping, nested, boxed or crated, L C L		3
Same, C L, minimum weight 20,000 lbs.		4
Parts of compressors, each piece weighing 2,000 lbs. or over; see Special iron.		

	Class.	Class, if Re- leased. (See Rule 5.)
Picks, in boxes.....	2	-----
Same, in bundles, barrels or kegs; see Special iron.		
Pig iron, L C L; same as Bar iron.		
Pig iron, C L; see Special rates.		
Pins, couplings; see Links and pins, iron.		
Pipe, viz.:		
Cast, released; see Special iron.		
NOTE—When "Special" rates are applied, the minimum carload weight will be, when cars are loaded wholly with pipe eighteen inches or more in diameter, 24,000 lbs.; when cars are loaded wholly or in part with pipe less than eighteen inches in diameter, 30,000 lbs.		
Lined with cement; see Special iron.		
Spiral, manufactured of sheet iron.....	1	-----
Spiral, water, riveted, not manufactured of sheet iron, crated or wired in bundles, L C L.....	3	-----
Same, C L.....	4	-----
Wrought iron, spiral or bent, part of Ice machinery, shipped separate from machinery, L C L.....	3	-----
Same, C L.....	4	-----
Wrought, released; see Special iron.		
Pipe fittings, viz.:		
In bags.....	3	-----
In boxes.....	2	-----
In casks, barrels or kegs; see Special iron.		
Iron and iron pipe joints, wired in bundles, L C L; Special iron rates.		
Loose.....	3	-----
Wire, in bundles, L C L.....	3	-----
Same, C L; see Special iron.		
Planished iron, packed.....	4	-----
Plate, galvanized, in boxes, crates or bundles.....	3	5
Plow beams and handles, L C L.....	4	-----
Same, C L.....	6	-----
Plow clevises, couplers, frogs, heel-bolts, moulds, plant fenders (in bundles or in kegs, barrels or casks), plates, points and wings; see Special iron.		
Plow iron, plow steel, iron plow parts, etc., in boxes; same as Hardware, N O S.		
Plow steel; see Special iron.		
Plugs, fire; see Hydrants, iron.		
Poles, electric light or railway; see Special iron.		
Porch supports, in barrels or casks, and contents marked thereon.....	4	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Posts, viz.:		
Fence; see Special iron.		
Hitching, statutes or images-----		1
Hitching, N O S-----	4	6
Prison work, viz.:		
Jail plate; see Special iron.		
N O S, L C L-----	4	
N O S, C L-----	6	
Racks, hay; see Mangers, iron.		
Rail benders-----	3	
Railing-----	3	5
Rails, viz.:		
Portable railway tracks, iron, wood, or iron and wood combined, K D flat, L C L-----	4	
Same, C L-----	5	
Old, returned, C L; same as Scrap iron.		
When too long to be loaded in 36-foot box cars, minimum weight of 4,000 lbs. charged on each shipment. Where more than one car is re- quired, minimum weight of 4,000 lbs. charged for each car-----		1
N O S; see Special iron.		
Retorts, viz.:		
Egg-shaped, for holding of acid; see Drums, iron.		
For manufacture of gas, L C L-----		4
Same, C L-----		5
N O S-----	6	
Rods, box or wagon, in boxes-----	2	
Same, in bundles-----	3	
Rollers, cotton mill; see Machinery.		
Roofing, in boxes, crates or bundles-----	4	6
Russia iron, in rolls or bundles, wired or crated-----	4	
Rust, iron; see Special iron.		
Sadiron, viz.:		
In boxes, unless requirements named below are complied with-----	2	
In boxes, contents to be plainly marked on boxes, and contract to be made by shipper that no other articles shall be put in the boxes; see Special iron.		
In barrels or casks, released; see Special iron.		
Safe doors; same as Safes.		
Safes (see Rule 19), viz.:		
Each weighing over 10,000 lbs. (safes and vaults)	1	
Each weighing over 6,000 lbs. and not over 10,000 lbs.-----	2	
Each weighing over 3,000 lbs. and not over 6,000 lbs.-----	3	
Each weighing 3,000 lbs. or less-----	4	

	Class.	Class, if Re- leased. (See Rule 5.)
Safes, iron, C L, minimum weight 24,000 lbs, to be loaded by shipper and unloaded by consignees, O R C and B.....	5	-----
Sash weights, unpacked; see Special iron.		
Sawdust, iron, rusted; see Special iron.		
Scales and scale beams, manufactured wholly of iron and so marked on package, in bundles or boxes, knocked down.....	3	-----
Scrap iron; see Special iron.		
Screws, in barrels, boxes or kegs, contents of package stamped or marked thereon.....	4	-----
Sheet iron, viz.:		
Cut in strips for stove pipe, nested flat and crated.....	4	6
Galvanized; same as Sheet iron.		
Plain or corrugated.....	4	6
Planished, in Russia matting.....	2	-----
Planished, packed, in metal cases with wooden covers.....	4	-----
Perforated sheet iron or steel for making screens.....	4	-----
Shingle bands, sheet iron, in bundles or barrels; see Special iron.		
Shoes, horse and mule; see Special iron.		
Shutters.....	4	-----
Siding, stamped in imitation of brick.....	4	6
Sinks, unpacked, L C L.....		3
Same, C L.....		5
Sinks, in barrels or boxes, L C L.....		4
Same, C L.....		5
Siphons, for flushing sewers.....		4
Skeins, vehicle and wagon axle; see Boxes, iron.		
Skelp iron; see Special iron.		
Sledges and wedges, viz.:		
In boxes and so described thereon.....	2	-----
In barrels or kegs.....	5	-----
Loose.....	3	-----
Sledges, without handles, wired together; see Special iron.		
Slugs for brake shoes; see Brake shoe slugs.		
Special; see following page.		
Splices, railroad; see Special iron.		
Sponge iron (purifying material), L C L.....	3	-----
Same, C L.....	6	-----
Springs, viz.:		
Car or carriage.....	6	-----
Seat (not wire).....	6	-----
Stand pipe; see Special iron.		
Staples, fence, in barrels or kegs; see Special iron.		
Stay guards for fence wire; see Wire, fence.		
Steel, granulated; same as Shot.		

	Class.	Class, if Re- leased. (See Rule 5.)
Steel, packed; same as Hardware.		
Statuary, chairs, and lawn ornaments, boxed or crated-----	1	2
Stop cock boxes; same as Castings.		
Swage blocks; same as Anvils.		
Switches and switch chairs, railroad; see Special iron.		
Special, consisting of the following articles:		
NOTE.—Commodity rates on "Special Iron" will apply on all articles enumerated in the following list; in the absence of commodity rates, 6th Class rates will apply.		
Architectural, consisting of columns, pedestals, capitals, saddles, door and window jambs, plates, sills, lintels, rolled beams, channel bars, and girders; Axles, car; Axles, carriage or wagon, loose or wired together; Bar, band, boiler and plate, all unpacked; Bar, steel, crated so as to permit easy inspection; Bolts, nuts, rivets or washers, in kegs, casks, barrels or drums; Boxes and skeins, vehicle, in kegs, barrels or casks, released; Boxes and skeins, wagon axle, loose, owners to load and unload, C L; Brake beams, iron; Brake shoes, wired in bundles; Bridge iron; Bridge material; Car bolsters; Car replacers, in bundles; Cast- ings (not machinery or parts thereof), each piece weighing 200 lbs. or over, unpacked, owner's risk of breakage; Castings or forg- ings, parts of compresses, each piece weighing 2,000 lbs. or over, owners to load and unload; Castings, rough, N O S, not machinery or parts thereof, nor sewing machines, nor parts thereof, nor stove castings; Castings, draft iron; Cattle guards, wrought; Chains, in bar- rels or casks, value limited to 2 cents per lb. (see Rule 6); Couplers or parts thereof, car patent, loose, owner's risk of wet, rust or breakage; Crowbars; Draft iron; Filings, iron; Fishbars, fastenings and steel rail braces; Frogs, railroad; Harrow teeth, in kegs or barrels; Jail plate; Kilns, lime, or parts thereof, manufactured of sheet or boiler iron, with cast iron doors, door frames, grates and floors, knocked down, crated, boxed or in bundles, released, C L; Lap rings; Links and pins, railroad, in bundles, barrels or casks; Mattocks, in bundles, barrels or kegs; Nails and spikes, in kegs (estimated weight		

	Class.	Class, if Re- leased. (See Rule 5.)
106 lbs. per keg); Nails and spikes, in double kegs (estimated weight 208 lbs. per keg); Nails, wire, in kegs (estimated weight 106 lbs. per keg); Nails, wire, in double kegs (estimated weight 208 lbs. per keg); Picks, in bundles, barrels or kegs; Pipe, cast, released; Pipe, lined with cement, released; Pipe fittings, in kegs, casks or barrels; Pipe fittings, wired in bundles, C L; Pipe, wrought, released; Plow steel; Plow clevises, couplers, frogs, heel-bolts, moulds or plant-fenders (in bundles or kegs, barrels or casks), plates, points, wings; Poles, electric light or railway; Posts, fence; Railroad; Rust, iron; Sadirons, in barrels or casks, released; Sadirons, in boxes, contents to be plainly marked on boxes and contract to be made by shipper that no other articles shall be put in the boxes; Sash weights, unpacked; Sawdust, iron, rusted; Scrap iron, packed, any quantity; Scrap iron, C L; Shingle bands (sheet iron), in bundles or packed in barrels; Shoes, horse, mule and ox (estimated weight 106 lbs. per keg); Skelp iron; Sledges, without handles, wired together; Splices, switches, switch chairs, railroad; Stand pipe, K D; Staples, fence, in barrels or kegs; Timber hangers; Tires, wagon; Trucks, car; Wheels, car; Wire, fence, iron (not woven), on reels, or in coils, loose or packed in barrels, owner's risk of wet and rust.....	6	-----
NOTE.—On mixed C L of iron fence, wire and nails, the C L rates on the highest classed article may be applied.		
Tacks, in boxes, and contents described thereon.....	4	-----
Tacks, in kegs or barrels.....	5	-----
Taggers' iron; same as Tin plate.		
Tags, sheet iron; same as Tags, tin.		
Tanks, galvanized iron, N O S.....	1	-----
Tanks, not over 30 feet long; same as Boilers.		
Telegraph and telephone cross-arm braces.....		6
Tiling, sidewalk, iron and glass; see Tiling.		
Tires, locomotive.....	6	-----
Tires, wagon; see Special iron.		
Toe calks, in boxes.....	2	-----
Same, in kegs.....	6	-----
Traps, viz.:		
Animal, entirely of iron or steel, packed.....	2	-----
Sewer gas or grease, loose.....	2	3
Same, in barrels or boxes.....	3	4

	Class.	Class, if Re- leased. (See Rule 5.)
Tree protectors, set up.....	1	
Same, knocked down, nested.....	3	
Troughs, eave, galvanized, viz.:		
Not nested, L C L.....		1
Same, C L.....		4
Nested in crates, L C L.....		2
Same, C L.....		4
Troughs, galvanized iron, N O S.....	1	
Troughs, steel watering.....	1	3
Trucks, car; see Special iron.		
Trunk covering, iron; see Trunk covering.		
Tubes, for holding acid; see Cylinders, iron.		
Tubing, not boiler flues, and not threaded on ends, L C L.....	5	
Same, C L.....	6	
Tubs, viz.:		
Bath.....	1	3
Cast iron, bath, C L, minimum weight 20,000 lbs	4	
Galvanized iron, closely nested.....	1	3
Tubs and buckets, galvanized iron, C L, mini- mum weight 20,000 lbs.....		4
Wash or laundry, legs off.....	1	3
Turn-buckles; see Buckles, turn, iron.		
Urns.....	3	5
Valves; see Valves, metal.		
Vault work, L C L.....	4	
Same, C L.....	6	
Vaults; see Safes, iron.		
Vaults, grave.....		2
Vises.....	4	
Water-closet cisterns, cast.....	2	3
Water-closets, loose.....		1
Same, packed or crated.....	2	3
Water gates; see Hydrants, iron.		
Wedges; see Sledges, iron.		
Weights, folding-bed; same as Castings.		
Wheel flanges, in bundles.....		5
Wheels, car; see Special iron.		
Wheels, well, in barrels or casks, and contents marked thereon.....	4	
Windlasses.....	4	6
Wrenches, N O S, and so described on packages.....	2	
Wire, viz.:		
Fence; see Special iron.		
Iron or steel, N O S.....	4	
Telegraph or telephone, not insulated or enam- eled.....	6	

NOTE.—On mixed carloads of wire and nails,
the carload rate on the highest class article
may be applied.

	Class.	Class, if Re- leased. (See Rule 5.)
Ironing boards, in bundles, L C L.....	3	-----
Ironing boards, wood, boxed or racked, L C L.....	4	-----
Ironing boards, C L.....	6	-----
Iron, sulphate of; same as Copperas.		
Iron, sulphate of, shipped to fertilizer factories; see Fertilizers.		
Isinglass, viz.:		
Brewers', manufactured of fish bone, packed in barrels and casks and shipped to breweries.....	1	-----
N O S.....	3T1	-----
Ivory.....	1	-----
Ivory black.....	3	-----
J		
Jack-screws and wagon jacks.....	3	-----
Jadoo, for fertilizer purposes, viz.:		
Liquid, in barrels, half-barrels, casks, or kegs, L C L.....	4	-----
Same, C L.....	5	-----
Liquid, in cans, packed in wooden jackets, L C L.....	1	-----
Liquid, in bottles, packed in wood, L C L.....	1	-----
Same, C L.....	3	-----
Fibre, packed in bales or bags, L C L.....	4	-----
Same, C L.....	6	-----
Loose, C L.....	6	-----
Jail work; see Iron and steel articles.		
Japan dryer, viz.:		
In cans, not boxed.....	1	-----
In cans, boxed.....	2	-----
In barrels or kegs.....	2	-----
Japan ware.....	1	-----
Japonica.....	4	-----
Jars, glass; see Glass and glassware.		
Jeans; see Dry goods.		
Jelly, powdered, packed in wood.....	4	-----
Jellies, powdered.....	1	-----
Jellies, N O S; see Preserves.		
Jugs; see Earthenware.		
Juices, fruit; see Preserves.		
Junk and jute.....	6	-----
Jute butts.....	A	-----
Jute waste; see Waste.		
K		
Kainit, N O S, L C L.....	5	-----
Same, C L.....	6	-----
Same, when shipped to fertilizer factories; see Fertilizers.		
Kalsomine; see Wall finish.		

	Class.	Class, if Re- leased. (See Rule 5.)
Kaolin, in casks, barrels, hogsheads or tierces, L C L	5	-----
Same, C L	6	-----
Kegs, powder, manufactured of sheet iron; see Iron and steel articles.		
Kegs, empty, N O S; see Barrels.		
Kem-Kom, in barrels; see Boiler compounds.		
Kerosene; see Oil, coal.		
Kerseys; see Dry goods.		
Kettles, large, iron; see Iron and steel articles.		
Kilns, lime, iron; see Iron and steel articles.		
Kilns, lumber-drying, L C L		3
Same, C L		6
Kilns, portable, for firing decorative china, porce- lain, pottery, etc., boxed, O R B	2	-----
Kindling, fire, viz.:		
Pine or other woods, cut in stove lengths, in crates or bundles; same as Lumber.		
Sawdust, rosin or tar mixed, in packages, boxed or crated, so as to admit of inspection, L C L	6	-----
Same, C L	A	-----
Knapsacks	1	-----
Knives, hay; see Agricultural implements.		
Knobs, door, mineral, value limited to \$1 per dozen (see Rule 6)	3	-----
Knuckles, steel, parts of patent car couplers; see Iron and steel articles.		
Koalspar, in barrels	3	4
Kowrie; see Gum.		
Kraut; see Sauerkraut.		
Kryolyth, in casks or drums	6	-----
L		
Labels, paper, in boxes, prepaid or guaranteed	2	-----
Labels, tree, wooden, boxed	3	-----
Ladders, viz.:		
Not over 30 feet long	1	-----
Over 30 feet long, taken only by special contract.		
Rope, packed or in bundles	3	-----
Step, L C L	1	-----
Same, C L, minimum weight 12,000 lbs	4	-----
Step and chair, combination; see Furniture.		
Lampblack, in boxes, barrels or casks	3	-----
Lamps and lamp goods, packed	1	2
Lanterns, glass; see Glass and glassware.		
Lanterns, paper, plain or decorated, knocked down, packed	D1	-----
Lap rings; see Iron and steel articles.		

	Class.	Class, if Re- leased. (See Rule 5.)
Lard, viz.:		
NOTE.—With shipments of lard no freight charges will be made for such an amount of ice as is necessary to preserve it in transit.		
In tin cans, not boxed.....	2	5
Except in tin cans, not boxed.....	4	B
Last blocks, wooden; see Blocks.		
Lasts, shoe, iron; see Iron and steel articles.		
Lasts, shoe, N O S.....	3	-----
Lathing, iron or steel; see Iron and steel articles.		
Laths, actual weight; see Lumber.		
Lawn ornaments, iron; see Iron and steel articles.		
Launches, gasoline and naphtha, L C L.....	4T1	-----
Same, C L, minimum weight 10,000 lbs.....	2	-----
Lead, viz.:		
In boxes.....	5	-----
In casks or pigs.....	6	-----
Bar or sheet.....	5	-----
Black, in kegs or barrels (ship's option).....	5	-----
Glaziers', on reels, crated.....	4	-----
Red and white; same as Paints.		
Sublimate of, in kegs, half-barrels or barrels.....	5	-----
Lead dross and skimmings.....	6	-----
Lead pipe; see Pipe.		
Leaders; see Conductors.		
Leather, viz.:		
In rolls or boxes, L C L.....	3	-----
Same, C L, minimum weight 20,000 lbs.....	4	-----
Loose, N O S.....	1	-----
Artificial, patent or enameled; will take same rating as now applies on ordinary leather, whether in rolls, boxes, or loose.		
Leather, board; see Board leather.		
Leather scraps, shavings or skivings, in packages or bales (leather scraps will include trimmings cut from side leather or obtained in the manufacture of leather goods).....		5
Leather shoe-heels, and shoe-taps, in boxes.....	3	-----
Leather boxes; see Boxes, leatheroid.		
Leaven, bread, self-raising; same as Baking powder.		
Leaves, viz.:		
Palm; see Palms.		
Powdered, in boxes or barrels.....	1	-----
Pressed, in barrels, bales or boxes, value limited to 6 cents per lb., L C L.....	3	-----
Same, C L.....	5	-----
Lemon or lime juice; see Fruit juices.		
Lemon peeling; see Peeling.		
Lemons; see Fruit, green.		

	Class.	Class, if Re- leased. (See Rule 5.)
Lentils, in bags, boxes or barrels.....	3	-----
Licorice, viz.:		
In bags, boxes or barrels.....	3	-----
In mats, roots or sticks.....	3	-----
In mass, boxed.....	4	-----
Licorice root, ground, in boxes or barrels.....	3	-----
Same, C L.....		6
Lighters, cigar; see Cigar lighters.		
Lighthouse apparatus, consisting of lenses, lanterns, brass bearings, wooden models, etc., C L.....	1	2
Lightning rods, in bundles.....	2	-----
Same, in boxes.....	3	-----
Lightning rod fixtures, packed.....	2	-----
Lime, viz.:		
In casks or barrels (see Rules 29 and 31), L C L.....	6	-----
Same, C L; see Special rates.		
NOTE.—Shipments of lime in barrels are subject to an estimated weight of 210 lbs. per barrel, which is to be used only when scale or actual weight cannot be ascertained.		
Acetate of, L C L.....	6	-----
Same, C L; see Fertilizers.		
Carbonate of, in barrels or casks; same as Lime.		
Chloride of, in barrels or casks.....	6	-----
Chloride of, N O S.....	4	-----
Liquid, prepared for whitewashing; see wall finish.		
Phosphate of, in barrels, L C L.....	4	-----
Same, C L.....	6	-----
Limestone, viz.:		
Ground, in barrels, L C L.....	5	-----
Same, C L.....	6	-----
N O S; same as Marble and granite.		
Linings, flue; see Flue linings.		
Links; see Iron and steel articles.		
Linseed; see Seed.		
Lintels, slate; see Slate lintels.		
Linters; see Cotton regins and linters.		
Liquid carbonate; see Gas, carbonic acid.		
LIQUORS, ALCOHOLIC, viz.:		
NOTE.—The passing free of advertising matter with liquors is not allowed.		
Alcohol, in cans, boxed.....	1½	1
Alcohol, N O S; same as Whisky.		
Bitters; same as Liquors, N O S.		
Gin; same as Whisky.		
High wines; same as Whisky.		

	Class.	Class, if Re- leased. (See Rule 5.)
Whisky, in barrels, half-barrels and kegs, estimated weights 420 lbs. per barrel (210 lbs. per half-barrel, kegs at actual weight), N O S-----	2	3
Whisky, in boxes or baskets, or in glass, packed in barrels-----	1	2
Whisky, in glass or stone, in bulk, carloads or less, not taken.		
Whisky, in glass or stone, packed in boxes or baskets, each package weighing less than 20 lbs., minimum weight 10,000 lbs., release as below, to be signed-----		1½
Same, L C L, not taken.		
Whisky, in wood, N O S (estimated weight 420 lbs. per barrel)-----	2	3
Whisky, domestic wines and domestic brandies, in barrels, half-barrels and kegs (estimated weight 420 lbs. per barrel, 210 lbs. per half-barrel, kegs at actual weight), owner's risk of leakage, value limited to 75 cents per gallon (see Rule 6)-----		H
Whisky, for export, in wood, must be charged at actual weight when obtainable. When not obtainable, must be charged at estimated weight of 410 lbs. per barrel.		
Wine, in iron drums, released, and value limited to 75 cents per gallon in case of total loss (see Rule 6)-----		H
N O S, in glass, packed in barrels-----	1	2
Whisky, in glass, packed in boxes or baskets, each package weighing not less than 20 lbs.-----	1	2
N O S, in wood, actual weight-----	1	2
<i>Provided further, That the release to apply on shipments of whisky, in glass or stone, packed in boxes or baskets, each package weighing less than 20 lbs., carloads, minimum weight 10,000 lbs., etc., read as follows: "_____ hereby release the _____ Railroad Company and its connections from all waste and breakage not the result of the negligence of the railroad company or its agents."</i>		
LIQUORS, IRON, in carboys-----	3	4
LIQUORS, RED, not alcoholic or malt, in carboys.	3	4
Live stock, subject to the following rules, viz.:		
SUBSTITUTING AND PARTIAL UNLOAD- ING IN TRANSIT.		
Shippers will not be permitted to unload and dispose of any portion of carload shipments		

	Class.	Class, if Re- leased. (See Rule 5.)
<p>of live stock enroute, except upon payment of the less than carload rate upon the portion so unloaded. In order to be entitled to the carload rate, the number and kind as way-billed must go through to destination.</p> <p>MAXIMUM VALUATIONS OF LIVE STOCK SHIPMENTS.</p> <p>Horses or mules, each, \$75.00. Mare and colt together, \$100.00. Jacks or stallions, each, \$150.00. Cow and calf, together, \$35.00. Domestic horned animals, each, \$30.00. Calves, hogs or sheep, each, \$5.00. For every increase of one hundred per cent or fraction thereof in valuation, there shall be an increase of fifty per cent in rate.</p> <p>FREE TRANSPORTATION OF ATTENDANTS IN CHARGE OF LIVE STOCK.</p> <p>(The following rules are applicable as well to local live stock traffic as to competitive traffic):</p> <p>Persons in charge of live stock may be carried free at the option of the railroad company on passenger trains immediately preceding or following the shipment of stock, or on the same train with the stock, as follows:</p> <p>One man to pass free with one or two cars. Two men to pass free with three or four cars. Three men to pass free with five to seven cars. Four men to pass free with eight or more cars, which last is the maximum number of persons that will be passed free on any train with live stock, from one shipper to one consignee and destination.</p> <p>All persons thus passed are at their own risk of personal injury from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.</p> <p>Full rates will be charged for one or more attendants with live stock shipments in L C L quantities and for extra attendants with carload shipments.</p> <p>No free or reduced transportation will be given either to attendants or shippers of live stock, except as above provided.</p> <p>Agents must not issue more than one live stock contract on any consignment of live stock from one shipper to one consignee and destina-</p>		

	Class.	Class, if Re- leased. (See Rule 5.)
tion, but must enter the description of the entire shipment, with car numbers, on one contract.		
Full fare returning will be charged all attendants who have accompanied live stock shipments.		
Live stock, L C L; Locals of each road.		
Live stock, C L	1	S
Locomotives; see Railroad rolling stock equipment.		
Locomotive cabs, set up, requiring flat or gondola car, minimum weight 4,000 lbs. each, L C L	1	
Same, knocked down flat, crated or boxed, L C L	3	
Locomotive headlight; see Headlights.		
Locomotive pilots; see Pilots.		
Locomotive tires; see Iron and steel articles.		
Locks, viz.: Padlocks, rimlocks, value limited to \$2.50 per dozen (see Rule 6)	3	
Log loaders; see Machinery.		
Logwood extract, in barrels or casks	4	5
Same, N O S	2	
Looking glasses; see Glass and glassware, mirrors.		
Looms; see Machinery and machines.		
Lounges; see Furniture.		
Lumber, L C L	4	
Same, C L	6	
Lye, concentrated	5	
Lye, concentrated, spent (refuse from soap tanks), L C L		5
M		
Macaroni, vermicelli and spaghetti	2	
MACHINERY AND MACHINES, C L (owners to load and unload, viz.:		
Blowers, rotary, iron, minimum weight 20,000 lbs. viz.:		
When capable of being loaded in box cars	4	6
When open cars are required (see Rule 24)		6
Cotton and woolen mill machinery, viz.:		
Beams, wooden, warp, cylinders, spools, bobbins and shuttles, returned to be filled	6	
Cylinders, parts of cotton and woolen mill machinery, but shipped separate therefrom, set up, packed, not capable of being loaded in box cars, minimum weight 20,000 lbs.		3
Cotton mill rollers, iron and steel	1	3
N O S, same as Machinery, N O S, C L.		
Dynamos, minimum weight 20,000 lbs.		4

	Class.	Class, if Re- leased. (See Rule 5.)
Elevator cars, passenger or freight, minimum weight 20,000 lbs.-----		5
Fans, exhaust; same as Blowers, rotary.		
Generators, acetyline gas, C L-----	5	
Generators, gas and gas machines, N O S, detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight 20,000 lbs.-----		6
Mills, cotton seed oil, minimum weight 20,000 lbs.	6	
Motors, electric; same as Dynamos.		
Pumping; see Pumps and pump material.		
Rolls, iron or corrugated, parts of grist mill machinery when returned for repairs, will be forwarded to repair point at full tariff rates, and will be returned over the same route, O R, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding to repair point at full tariff rates. Such freight bill must be attached to way-bill, and will be authority for the use of half rate returning, provided such return is made within sixty days from date of forwarding for repairs.		
Sewing machines, charged at actual weight, minimum weight 20,000 lbs., excess of quantity receipted for on one bill of lading and loaded in additional car or cars, to be charged for as per Rule 22 (d)-----	4	
Steel gears and pinions, for motors on street cars, same as Machinery, N O S, C L.		
Street sweeping, set up, requiring flat or gondola cars, minimum weight 5,000 lbs., each-----	5	
Same, knocked down (brushes crated), loaded in box cars-----	5	
Well boring, consisting of augur stems, belts, brake-bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, rig irons, rope sockets, sand pumps, sand reels, sinker bars, temper screws, tongues and wrenches, minimum weight 24,000 lbs.-----	2	6
N O S, all kinds boilers, engines, or parts thereof, minimum weight 20,000 lbs.-----	4	6
MACHINERY AND MACHINES (see Rule 19), L C L, viz.:		
Biscuit machines, boxed or crated-----	2	3
Blowers, rotary, iron, capable of being loaded in box cars-----	1	2
Boilers, steam, thirty feet and over (see Rule 19).	1	
Boilers, under thirty feet in length; same as Machinery, N O S, L C L.		

	Class.	Class, if Re- leased. (See Rule 5.)
Bottling apparatus, for soda water or other effervescing liquids, fully boxed.....	3T1	1
Brick machines (see Rule 19).....	4	-----
Cotton and woolen mill machinery, viz.:		
Beams, packed.....	4	-----
Beams, wooden, warp, cylinders, spools, bobbins and shuttles, returned to be refilled.....	6	-----
Bobbins, shuttles and spools, wooden, packed.....	4	-----
Cards, hand, packed.....	1	-----
Cylinders, parts of cotton or woolen mill machinery, shipped separate therefrom, set up, packed.....		1
Same, not capable of being loaded in box cars, minimum weight to be charged for each shipment 4,000 lbs.....		1
Looms; see Machinery and machine looms.		
Rollers, iron and steel.....	1	2
Tubes, paper, parallel (not nested) packed.....	2	-----
N O S, set up.....	D1	1½
Same, crated.....	1½	1
Same, boxed, knocked down.....	1	2
Crushers, ore, stone and rock.....	4	-----
Cutters, meat.....	2	-----
Dynamos.....		1
Elevator cars, passenger or freight, set up.....		D1
Same, knocked down.....		2
Engines, caloric, fire, portable or stationery (see Rule 19).....	2	3
Engines and machinery, hoisting.....		4
Extinguishers, fire, on wheels; see Extinguishers.		
Fans, exhaust; same as blowers, rotary.....		
Fence machines.....	2	3
Flues, boiler; see Flues.		
Gas generators and gas machines, N O S, detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight of 4,000 lbs. to be charged for each complete machine.....	1	2
Grain conveyors, iron tubes, in sections twelve feet long or less, loose, or in crates or bundles.....		5
Gauges, steam.....	1	-----
Generators, acetyline gas.....	1	-----
Graders, road and road machines.....	3	-----
Hangers.....	4	5
Hemp machines; see Agricultural implements.		
Log loaders.....		4
Looms.....	3T1	1½
Loom harness and reeds.....	1	-----
Loom harness shafts or sticks; same as Picker sticks.		

	Class.	Class, if Re- leased. (See Rule 5.)
Mills, viz.:		
Barilla bark.....	4	-----
Cotton seed oil.....	4	-----
Flour, roller.....	2	-----
Rice, set up.....	1½	1
Same, K D, packed.....	2	3
Saw; see Machinery and machines, saw mills.		
Motors, electric; same as Dynamos.		
Mowing machines; see Agricultural implements.		
Picker sticks.....	4	-----
Presses, viz.:		
Cotton, see Agricultural implements.		
Printing, set up.....	D1	1
Same, not boxed, knocked down.....	1	2
Same, boxed or crated, knocked down.....	3	-----
Pulleys.....	4	5
Pulley blocks, N O S.....	4	-----
Pulley wheels and blocks, manufactured wholly of iron and so marked in package, wired in bundles.....	4	-----
Pumping; see Pumps and pump material.		
Reaping machines; see Agricultural implements.		
Rollers, sugar.....	2	3
Rolls, grinding and corrugated; same as Mills, flour.		
Rolls, iron or corrugated, parts of grist mill ma- chinery, when returned for repairs, will be forwarded to repair point at full tariff rates, and will be returned over the same route, owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding to the repair point at full tariff rates. Such freight bill must be attached to way-bill, and will be the authority for the use of half rate returning, provided such return is made within sixty days from the date of forwarding for repairs.		
Saw-mill gearing and saws, boxed.....	2	-----
Saw-mills, carriages over sixteen feet in length..	2	3
Saw-mills, carriages not over sixteen feet in length	3	4
Seamers, roofing, for shaping roofing tin.....	2	3
Sewing machines, charged at actual weight, viz.:		
Not boxed.....	3T1	-----
Boxed or crated (including parts thereof), set up.....	1½	1
Same, completely knocked down.....	3	-----
Crated, partly knocked down, with the head and box taken off and placed between the legs, or with the head folded into the body of the case.....	2	-----
Shafting.....	4	5

	Class.	Class, if Re- leased. (See Rule 5.)
Shingle machines.....	2	-----
Smut machines; see Agricultural implements.		
Stave-sawing machinery.....	2	3
Steel gears and pinions for motors on street cars, same as Machinery, N O S, L C L.		
Street sweeping, set up, requiring flat or gondola cars.....	1	-----
Same, K D (brushes crated), loaded in box cars.	1	-----
Stump pullers, knocked down.....	4	-----
Tobacco screws and fixtures.....	4	-----
Tools, machinists' (planers, lathes), etc.....	2	3
Turntables; same as Machinery, N O S.		
Washing machines.....	2	-----
Weighing machines, automatic.....	D1	1
Wheels, water, turbine (see Rule 19).....	3	-----
N O S.....	2	3
Mackolite products; same as Tile, hollow fireproof.		
Madder.....	3	-----
Magazines, powder, iron; see Iron and steel articles.		
Magazines, powder, portable, empty, N O S.....	1	-----
Magnesia, sulphate of; see Salts, Epsom.		
Magnetite, crude, viz.: In boxes or kegs, L C L.....	4	-----
Same, C L.....	5	-----
In barrels, bags or casks, L C L.....	5	-----
Same, C L.....	6	-----
In bulk, C L.....	6	-----
Magnesium, chloride of, in barrels or casks.....	6	-----
Mail chutes; see Chutes, mail.		
Malt.....	D	-----
Malt, in boxes.....	1	-----
Malt, extracts, in glass, packed; same as Ale.		
Malt, flake; same as Cerealine.		
Malt sprouts or skimmings, in barrels or sacks, L C L.....	5	6
Same, C L.....		D
Mandrels, iron or steel; see Iron and steel articles.		
Manganese, ground, packed.....	5	-----
Manganese, released, value limited to \$18 per ton of 2,000 lbs., and so expressed in bill of lading (see Rule 6); Special iron rates.		
Mangers, iron; see Iron and steel articles.		
Manhole covers; see Iron and steel articles.		
Manilla.....	3	-----
Mantels, viz.: Iron; see Iron and steel articles.		
Slate, packed.....	2	3
Wood, boxed.....	2	-----
Maps, boxed.....	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
MARBLE AND GRANITE, viz.:		
Blocks or slabs, marble, slate, granite or stone (including furniture marble), dressed, hammered, chiseled or polished, boxed or crated (other than tombstones or monuments, or parts thereof, lettered), value limited to 40 cents per cubic foot (see Rule 6), L C L.....	3	4
Same, C L.....	4	5
Blocks or slabs (marble or granite), rough or sawed, but not dressed, value limited to 20 cents per cubic foot (see Rule 6).....	5	6
Crushed granite, L C L.....	6	-----
Same, C L.....	A	-----
Dust, marble.....	A	-----
Dust, stone, for street-paving purposes (not crushed stone or marble dust), released, C L; same as Cement, C L.		
Statuary, marble or granite; see Statuary.		
Tile, marble; see Tile.		
Tombstones and monuments; see Monuments.		
Marble or granite, all kinds, N O S.....	1	-----
Marbles, in boxes or casks.....	4	-----
Mariners' compasses; see Instruments, nautical.		
Marking fluid; see Ink.		
Marl, green sand, in barrels, casks or bags; see Fertilizers.		
Same, in bulk, not taken.		
Matches, properly marked and packed alone; see (Rule 31), L C L.....	1	-----
Matches, C L.....	3	-----
Match splints, packed in cases, L C L.....	3	-----
Match splints, C L.....	5	-----
Mats, viz.:		
Door, wire, iron, steel or rubber.....	1	2
Grass, hemp, hair or cocoa.....	2	-----
Oil press mats or matting.....		2
N O S.....	1	-----
Old oil press, shipped from oil mills.....	6	-----
Matting, floor, iron or steel; see Iron and steel articles.		
Matting, N O S.....	2	-----
Mattocks; see Iron and steel articles.....		
Mattresses; see Furniture.		
Meal, viz.:		
Corn, in barrels, actual weight of package and contents to be charged for.....	D	-----
Corn, N O S.....	D	-----
Cotton seed; see Fertilizers.		
Flax seed, L C L.....	3	-----
Same, C L.....	D	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Fossil, in bags, L C L	3	-----
Same, C L	5	-----
Gluten; see Glucose refuse.		
Linseed, L C L	3	-----
Same, C L	D	-----
Linseed oil meal; same as Meal, cotton seed; see Fertilizers.		
Oats; see Oatmeal.		
Peanut	D	-----
Rice; see Rice meal.		
Measures, wooden, L C L; same as Woodenware, N O S.		
Same, C L, minimum weight 12,000 lbs.....	4	6
MEATS, all shipments to be charged at actual weight (see Rule 26), viz.:		
NOTE—The stopping in transit and partial un- loading of carload shipments of fresh meat or other packing house products, is not permissi- ble, and Association lines must not protect bills of lading making such guarantee.		
Fresh, prepaid or collect freight guaranteed by shipper, L C L		3
Fresh, of all kinds (including dressed poultry), C L, minimum weight 24,000 lbs., viz.:		
When for Carolina territory, 20 cents per 100 lbs. higher than Class B.		
Except when for Carolina territory, 10 cents per 100 lbs. higher than Class B.		
Salt, in bulk, C L, minimum weight 24,000 lbs. (no freight charge to be made for salt and ice in same car necessary for preservation in transit, provided that not more than 2,000 lbs. per car be carried free).....	3	B
Sausage, L C L	6	-----
Same, C L	B	-----
NOTE—Mixed carloads of salt meat, packed and in bulk, and of other articles in Class B, may be taken at the same rate as straight carloads of meat, salted in bulk. This does not in any way affect the classification of shipments of fresh meats in mixed carloads with cured meats.		
MIXED CARLOADS OF		
Fresh meats:		
Dressed beef, mutton, hogs, poultry, etc.		

	Class.	Class, if Re- leased. (See Rule 5.)
Cured packing house products:		
Hams, shoulders, sides, beef, pork, lard, pigs' feet, tripe, canned meats, sausage (smoked or canned), sausage casings, grease, glue sizing, glue scrap, tallow, etc., and		
Butterine		
In refrigerator cars, minimum weight 24,000 lbs., owner's risk, prepaid or guaranteed, may be taken at the carload rate on each. When not loaded to the minimum, actual weight of fresh meat to be charged for at the carload rate on fresh meat; actual weight of cured packing house products and butterine at their regular rates per Classification, except that Class B rates shall apply on such cured packing house products as are classified B when in carloads; and the balance to make up the minimum will be charged for at the packing house product, or Class B rate.		
NOTE—It being understood that mixed cars may consist of the three general commodity headings named above, or to be made up of articles embraced in any two of them, viz.: Fresh meats and packing house products and butterine.		
Bacon, viz.:		
In bulk, L C L.....	1	2
Same, C L, minimum weight 24,000 lbs.....	3	B
In bags.....	3	-----
In wood.....	B	-----
Beef, viz.:		
Canned, in boxes.....	4	B
Salted, in barrels, half-barrels and quarter-barrels.....	B	-----
Smoked, in boxes or barrels.....	4	-----
Dessicated meats.....	4	-----
Hams, packed.....		B
Hams; same as Bacon.....		
Pigs' feet, in glass, packed.....	1	2
Pigs' feet, pickled.....	B	-----
Pork, canned, in boxes.....	4	B
Pork, salted, in barrels, half-barrels, and quarter-barrels.....	B	-----
Sausage.....	6	-----
Sausage casings, in barrels or kegs.....	4	-----
Tongues, smoked.....	3	-----
Tongues, pickled, in barrels or kegs.....	4	-----
Tripe.....	B	-----
Meats, cotton seed.....	2	3

	Class.	Class, if Re- leased. (See Rule 5.)
Meat cutters; see Machinery and machines.		
Meat racks; see Racks.		
Medicines, viz.:		
Patent, L C L.....	I	-----
Same, C L.....	I	3
Drugs and medicines, N O S.....	I	-----
Melodions; see Musical instruments.		
Melons, freight guaranteed (when shipped "to order notify" freight must be prepaid); see Special rates.		
Merry-go-rounds, O R B, viz.:		
K D, L C L.....		I
K D, with machinery for operating, C L.....		3
NOTE.—Wooden horses pertaining to merry-go- rounds shipped separately; same as Hobby horses.		
Meter boxes, water, made of cement, including iron covers, L C L.....	3	-----
Same, C L.....	5	-----
Meters, viz.:		
Electric, boxed.....	I	-----
Gas, boxed (not taken unless boxed).....	I	-----
Water, boxed (not taken unless boxed).....	3	-----
N O S.....	DI	-----
Mica, viz.:		
Ground, in bags, owner's risk of wasting.....		4
Scrap, in barrels or casks.....	4	5
N O S.....	3Ti	-----
Military accoutrements; see Accoutrements.		
Military equipage; see Equipage.		
Milk, condensed, viz.:		
In boxes, L C L.....	4	-----
Same, C L.....	5	-----
In kegs, half-barrels or barrels, L C L.....	4	-----
Same, C L.....	5	-----
In ten gallon cans, not boxed.....	I	2
Milk, malted.....	I	-----
Milk-shakers, set up, boxed, L C L.....	I	-----
Same, K D, boxed.....	2	-----
Millboard, asbestos; see Asbestos products.		
Millinery goods; same as Dry goods, N O S.		
Milo-maise.....	3	-----
Mills, viz.:		
Barilla bark, cotton seed oil, flour (roller) and saw; see Machinery.		
Burr-tone (portable), cane, cob, corn, fanning, hominy, sorghum and sugar; see Agricultural implements.		
Coffee and paint, set up.....	2	-----
N O S.....	2	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Millstones, finished.....	4	-----
Same, rough.....	5	-----
Mill-stuff, bran, shorts and ship-stuff.....	D	-----
Mincemeat.....	4	-----
Mineral pulp; see Pulp, mineral.		
Mirrors; see Glass and glassware.		
Molasses, viz.:		
Shipments of molasses will be accepted at an esti- mated weight of 12½ lbs. per gallon, including package, the gallonage to be taken from the marks on the barrels as stenciled by author- ized gaugers.		
In cans, boxed, or in kits or kegs, L C L.....	3	4
In barrels or hogsheads, L C L.....	5	6
In kegs, kits, barrels, hogsheads, or in cans boxed, straight or mixed, C L, minimum weight 30,000 lbs.....	5	6
In tank cars; same as in barrels or hogsheads.		
Monuments, gravestones and tombstones, viz.:		
Marble or granite, not boxed, freight prepaid at option of initial carrier.....	3Tr	Dr
Marble or granite, lettered, boxed or crated, value limited to 40 cents per cubic foot (see Rule 6), freight prepaid or guaranteed, L C L.....	Dr	1
Same, C L.....	2	3
Marble or granite, not lettered (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot (see Rule 6), freight prepaid at option of shipper or initial carrier, L C L.....	3	4
Same, C L.....	4	5
Metal, value over \$300, taken only by special con- tract.		
Metal, packed, value limited to \$300, prepaid at option of initial road or steamer (see Rule 6)...	Dr	2
Mops.....	1	-----
Mortar stains, in colors, in kegs, half-barrels, or casks.....	5	-----
Moss and moss fibre, viz.:		
Peat; see Peat moss.		
Stable; same as Hay.		
N O S, in sacks.....	1	-----
N O'S, pressed in bales, L C L.....	4	-----
Same, C L, minimum weight 20,000 lbs.; same as Hay, pressed in bales, C L.		
Motes, cotton; see Cotton sweepings, etc.		
Motors, electric; see Machinery and machines.		
Motor trucks; see Trucks.		
Moulders' dust or sand; see Sand.		
Moulders' flasks; see Flasks.		

	Class.	Class, if Re- leased. (See Rule 5.)
Mouldings, viz.:		
In bundles.....	1	-----
In boxes.....	2	-----
Plaster, wall, packed in boxes or casks.....	D1	1
Wooden, common, for building purposes, not fin- ished or decorated, L C L.....	4	-----
Same, C L.....	6	-----
N O S.....	D1	-----
Moulds, viz.:		
Bottle, iron; see Iron and steel articles.		
Butter, wooden, in packages, packed in crates or boxes, L C L.....	1	3
Same, C L, minimum weight 12,000 lbs.....	4	5
Cigars, wooden, in boxes or racks.....	3	-----
Ingot, iron; see Iron and steel articles.		
N O S, in packages, packed in crates or boxes.....	3	-----
Mouse traps; see Traps.		
Mowers; see Agricultural implements.		
Mucilage, packed.....	2	-----
Muraline and muresco; see Wall finish.		
Musical instruments, viz.:		
Drums.....	3T1	1
Melodions, unboxed, owners to load and unload, C L, minimum weight 8,000 lbs.....		1
Melodions, N O S; same as Pianos.		
Organs, pipe, knocked down, boxed.....	1½	1
Organs, unboxed, C L; same as Melodions.		
Organs, N O S; same as Pianos.		
Organ pipes, boxed.....	1½	1
Pianos, boxed (not taken unless boxed).....	1½	1
N O S.....	D1	1
Muslins, cheap; see Dry goods..		
Mustard, viz.:		
Ground, in boxes.....	2	-----
Prepared, in glass, packed.....	2	-----
Prepared, in kegs or barrels.....	3	-----
N		
Nail rods; see Iron and steel articles.		
Nails, viz.:		
Brass or copper, well packed in boxes, or kegs.....	2	-----
Finishing, iron; see Iron and steel articles.		
Horse and mule shoe; see Iron and steel articles.		
Finishing, N O S.....	2	-----
Wire, in kegs; see Iron and steel articles.		
N O S, iron, in bags, kegs and boxes; see Iron and steel articles.		
Naphtha; see Oil, coal.		
Nautical instruments; see Instruments, nautical.		

	Class.	Class, if Re- leased. (See Rule 5.)
Netting, tennis and fish, packed or wrapped-----	2	-----
Nitre cake; see Cake, nitre.		
Nitro-glycerine; see Explosives.		
Notions; same as Dry goods, N O S.		
Nutmegs-----	2	-----
Nuts, viz.:		
Chestnuts, prepaid-----	3	5
Cocoanuts, packed or sacked, L C L-----	4	-----
Cocoanuts, C L-----	6	-----
Peanuts and chufas, L C L-----	5	-----
Same, C L, minimum weight 20,000 lbs-----	6	-----
Pecans, in barrels or double sacks, L C L-----	3	-----
Same, in barrels or in single or double sacks, C L-----		5
Walnuts and hickory nuts, in casks, C L-----	6	-----
N O S, edible, in bags or boxes-----	1	-----
Same, in barrels or casks-----	2	-----
Same, shelled, in bags, boxes, barrels or casks--	1	-----
O		
Oakum-----	4	-----
Oars, boat, crated, L C L-----	3	-----
Same, C L-----	5	-----
Oatmeal, refuse, for stock food; same as Mill stuff.		
Oatmeal, rolled oats, or shredded oats, in sacks-----	5	-----
Same, in boxes, barrels, kegs or drums-----	6	-----
Oats, N O S; same as Grain.		
Ochre, in barrels or casks, L C L-----	6	-----
Same, C L-----	A	-----
OIL (see Rules 29 and 31), viz.:		
Castor, viz.:		
In glass, packed-----	1	2
In cans, boxed, owner's risk of leakage-----		2
In barrels-----	3	-----
Coal or its products (ship's option), governed by the following rules, viz.:		
Oil, crude and fuel, crude naphtha, crude and refined petroleum, products of petroleum, such as lubricating oils, benzine, naphtha, gasoline and paraffine, when in barrels or cases minimum C L weight 24,000 lbs. When in tank cars, minimum C L weight will be the full capacity of the tank, the contents of the tank to be computed at 6.4 lbs. per gallon, subject to a minimum weight of 24,000 lbs. When in barrels, C L or L C L weight will be computed at 400 lbs. per barrel and 235 lbs. per half-barrel. When in square cans, com- pletely cased, each can containing ten gallons, C L or L C L, at 80 lbs. per case. Mixed car- loads of oil in barrels or cases will be taken at		

	Class.	Class, if Re- leased, (See Rule 5.)
authorized C L rates, based on the foregoing weights. When less than aforesaid minimum carloads are shipped, L C L rates will be charged. In no case, however, will less than a carload from one consignor to one consignee and destination on same day be charged more than for a full carload. Transportation companies do not furnish tank cars. When they are furnished by shippers, transportation companies will pay $\frac{3}{4}$ cents per mile run each way, and will return the empty tank to the point of shipment without charge.		
Shipments of above articles at rates authorized are entirely at owner's risk of leakage and loss or damage by fire.		
Petroleum and its products, in tank cars, will be delivered only when consigned to parties at points at which they have proper unloading and storage facilities; and when shipments in tank cars are consigned to parties who have not such facilities, the shipments will be returned to shippers at their own risk and expense.		
In cans, not boxed.....	Di	1
In cans, boxed, L C L.....	I	3
Same, C L.....	2	4
In barrels, carrier's convenience, L C L.....	I	3
In barrels, C L.....	3	6
In tank cars, C L.....		6
In iron casks or drums (coal or kerosine, naphtha, benzine, or gasoline), actual weight, L C L.....	I	3
Same, C L.....	3	6
Cocoa, in original packages.....	I	2
Cocoa, in barrels.....	3	4
Corn; same as Oil, cotton seed.		
Cotton seed, in barrels, governed by the following rules, viz.:		
1.—Inasmuch as the gross, tare and net weight of each barrel is plainly marked on the head of the barrel, when shipments are loaded at the mills, agents at shipping points will require shippers to load marked head up, ascertaining the gross weight from each barrel and billing accordingly.		
2.—In cases where shippers fail to so load, agents will carefully weigh on track scales and bill at weight so ascertained.		
3.—When shipments are hauled to depots, the gross weight must be ascertained from each barrel.		

	Class.	Class, if Re- leased. (See Rule 5.)
4.—In cases where billing fails to show shipments to have been weighed at point of origin or in transit, receiving lines must in all cases bill at weights ascertained in accordance with Rules 1 and 2. If there are no track scales at the junction points, weights must be ascertained at destination. By destination is meant the point where final delivery is affected or delivery is made to connecting lines at the gateways of this Association.		
5.—The minimum C L weight of cotton seed oil in barrels will be 24,000 lbs.		
In barrels, crude, L C L-----	4	5
In barrels, C L-----	5	6
Cotton seed, in tanks, governed by the following rules, viz.:		
1.—Inasmuch as many tank cars have not the tare weight stenciled thereon, agents at loading points or junctions must in all cases weigh the empty tanks before delivery is made to the cotton seed oil mills or connecting lines, keeping a record thereof, and must weigh all loaded tanks returning, unless billing shows weight to have been previously ascertained in accordance with these rules, and at the point at which ascertained.		
2.—When such empty tank is to be loaded at a point where there are no track scales, or is delivered to a connecting line through a junction point where there are no track scales, the weight of the empty tank shall be ascertained at point of origin, and the loaded tank returning shall be weighed at the same time, weights at which billed to be corrected to weights so ascertained. By point of origin is meant the gateway of this Association, whether cars are received from shipper or connecting lines.		
3.—In cases where tank cars move loaded in both directions, making it impracticable to ascertain the weight of the empty tank, agents will require shippers of the cotton seed oil to furnish a statement of weight certified by shippers in the following form: "I (or we) hereby certify that the actual weight of contents of _____ car No. _____ is _____ lbs." Such certificates must accompany way-bill to destination. In case where shippers refuse to furnish such certificates, each loaded tank must be billed at an estimated weight of 55,000 lbs., and agents will decline to accept		

	Class.	Class, if Re- leased. (See Rule 5.)
corrections on such weights, except upon authority from the General Freight Agent, upon proper evidence being submitted that the weight at which billed is erroneous.		
4.—Tank cars must invariably be loaded to their full capacity, subject to a minimum weight of 24,000 lbs.		
5.—Rates when in tank cars will be assessed on basis of shell capacity in gallons, multiplied by 7½ lbs. per gallon.		
In tank cars, C L	5	6
Cotton seed, cooking or refined	3	4
Cotton seed, crude, N O S, L C L	4	5
Creosote, in barrels or tanks, C L		6
Dead or coal tar or creosote, in barrels or tanks, L C L	4	-----
Same, C L	6	-----
Kerosene; see Oil, coal.		
Lard and linseed, in barrels, actual weight, L C L	3	4
Lard and linseed, in barrels or tanks, actual weight, C L	4	5
Lubricating, the product of coal oil; same as Oil, coal.		
Miners', in glass or cans, packed	1	2
Miners', in wood	3	5
Palm, crude, L C L	4	5
Pine; same as Oil, coal.		
Rosin; same as Oil, pine.		
Sassafras, in glass or cans, boxed	3 T I	D I
Tanners', in wood	3	5
In jars, not packed not taken.		
N O S, in glass or cans, packed	1	2
Same, in barrels	3	4
Oil cabinets	D I	1
Oil cloth, viz.:		
Floor, baled	1½	1
Floor, boxed, 16 feet long or over	1	-----
Floor, boxed, less than 16 feet long	2	-----
Table, oil or enameled	2	-----
Not boxed or baled, not taken.		
Oil tank wagons; see Vehicles.		
Oil well supplies; see Machinery, well-boring.		
Oleomargarine; see Butterine.		
Olives, in glass, boxed	1	2
Olives, in barrels or casks	4	-----
Omnibuses; see Vehicles.		
Onions; see Vegetables.		
Onion sets	3	-----
Oranges; see Fruit, green.		
Ordinance stores, N O S	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Ore, stone and rock crushers; see Machinery and machines.		
Ores (samples or specimens, prepaid), viz.:		
Actinolite; same as Asbestos.		
Chrome; same as Paints, mineral.		
Copper, L C L	6	
Gold, packed in barrels or casks, value limited to \$50 per ton (see Rule 6), L C L		5
Same, C L		6
Iron, L C L	6	
Iron, ground, in kegs or barrels; same as Bar iron.		
Purple	6	
Silver, value limited to \$100 per ton and so expressed in a written release (see Rule 6) L C L		3
Same, C L		5
Sulphur, in casks or barrels, L C L		5
Same, C L		6
Zinc, value limited to \$20 per ton and so specified in bill of lading, packed in barrels (see Rule 6), L C L	6	1/2
Same, C L; same as Special iron, C L.		
Organs; see Musical instruments.		
Osnaburgs; see Dry goods.		
Outfits, graders' and contractors', L C L		2
Same, C L, 24,000 lbs. minimum		6
Same, with live stock, C L, 24,000 lbs. minimum		5
If attendant accompanies shipments, regular passenger rates will be charged.		
Ovens, viz.:		
Set up	Dr	
Set up, crated	1 1/2	1
Knocked down, crated	1	2
Knocked down flat, boxed or crated	1	2
Solid or double lined	4	
N O S, boxed or crated	1	
Oysters and clams, viz.:		
In glass, packed	1	
In cans or kegs, L C L	4	
Same, C L	5	
Shell, in sacks or barrels		5
Shell, in bulk, C L		6
P		
Packing, viz.:		
Asbestos; see Asbestos products.		
Hemp	4	
Metallic	2	
Rubber	3	
Packing drums, wooden; see Drums, wooden packing.		
Padlocks; see Locks.		

	Class.	Class, if Re- leased. (See Rule 5.)
Pads, sweat; see Saddlery.		
Pails; see Tubs.		
Paintings, pictures, chromos, etc., viz.:		
Value over \$200, taken only by special contract.		
Value of each box limited to \$200 per box, well boxed (see Rule 6)-----	3T I	D I
Value limited to \$5 per 100 lbs. (see Rule 6)-----	I	2
Paints, viz.:		
In wooden buckets-----	I	-----
In pails or cans, unpacked-----	I	-----
Same, boxed or securely crated-----	3	4
Bulk, liquid, in kegs, kits, barrels or casks-----	5	-----
Bulk, dry, in kegs or kits-----	5	-----
Same, in barrels or casks-----	6	-----
Metallic; same as Paints.		
Mineral, dry, in barrels or casks-----	5	-----
Palmetto tanning, L C L-----	6	-----
Same, C L-----	5	-----
Palms or palm leaves, in bales or bundles, L C L-----		4
Same, C L, minimum weight 20,000 lbs-----		6
Paneling; see Woodwork.		
Panoramic outfit; see Scenery.		
Pans, sheet iron or dripping; see Iron and steel articles.		
PAPER, viz.:		
For the manufacture of bags, in rolls, so stated on shipping receipt, and shipped only to man- ufacturers of bags, L C L-----	6	-----
Same, C L-----		A
Binders', straw or wood pulp board, in cases-----	2	-----
Same, in bundles or crates-----	6	-----
Blotting, book or writing, in boxes, crates or bun- dles-----	2	-----
Building, in rolls-----	6	A
Same, in bundles and crates-----	5	6
Card-----	I	-----
Carpet; see carpet lining.		
Cigarette, in boxes-----	I	-----
Closet or medicated-----	3	-----
Fly, in bundles, crates or cases, L C L-----	I	-----
Same, C L-----	3	-----
Glazed, for manufacture of paper boxes, or for wrapping purposes, in bundles-----	6	-----
News, patent insides, in bundles, owner's risk of chafing-----	2	-----
Oil or wax, in crates or bundles-----	3	-----
Pasteboard-----	4	-----
Printing, in crates, boxes or packages, wrapped in bundles-----	2	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Printing, in rolls or bundles, L C L.....	6	-----
Same, C L.....	A	-----
Roofing, in bundles or crates.....	5	6
Roofing, in rolls.....	6	A
Sand and flint.....	3	-----
Tissue, packed in boxes.....	1	-----
Wall, in bundles.....	1	3
Wall, in boxes.....	2	-----
Waste paper, viz.:		
NOTE—Agents and receiving clerks must exam- ine shipments of waste paper made by cotton brokers and cotton seed oil mills, and see that they are properly classified and do not con- sist of cotton linters or re-gins.		
In sacks or bundles.....	3	-----
In barrels or hogsheds.....	A	-----
Pressed in bales.....	A	-----
Wrapping or lining, viz.:		
In bundles or crates, L C L.....	6	-----
Same, C L.....	A	-----
In rolls, L C L.....	6	-----
Same, C L.....	A	-----
Paper bags; see Bags.		
Paper barrels; see Barrels.		
Paper bottle covers; see Covers.		
Paper boxes; see Boxes.		
Paper cartridge shells; see Cartridge shells.		
Paper collars, packed.....	1	-----
Paper hangings, in bundles.....	1	3
Same, in boxes.....	2	-----
Paper holders and cutters (for holding and cutting paper in rolls), in crates or boxes.....	1	-----
Paper labels; see Labels.		
Papier-mache, boxed, L C L.....	1	-----
Papier-mache, C L, minimum weight 20,000 lbs.....	3	-----
Paper tablets, in crates.....	2	-----
Paper ware, N O S.....	1	-----
Parachute and balloon outfit; see Balloon outfit.		
Paper green; same as Paints.		
Paris white; same as Paints.		
Paste, carpet cleaning; same as Washing compounds.		
Paste, wall cleaning; same as Compounds, wall clean- ing.		
Paste, flour, in barrels.....	5	-----
Patterns, wood or metallic, owner's risk of break- age.....	1½	-----
Paving blocks, wooden; see Blocks, wooden paving.		
Paving composition, composed of sand and tar; same as Asphalt.		

	Class.	Class, if Re- leased. (See Rule 5.)
Peaches; see Fruit.		
Peaches, powdered, packed in cans or drums, value limited to 15 cents per lb. (see Rule 6)-----	3	-----
Peach stone; see Seed.		
Peanuts; see Nuts.		
Peanut cribble, flour, grits and bran, L C L-----	5	6
Same, C L-----	6	-----
Pearl, ash-----	5	-----
Pears; see Fruit.		
Pears, viz.:		
Dried, in boxes-----	2	-----
Dried or split, N O S, in bags or barrels, L C L----	4	-----
Same, C L-----	5	-----
Cow, in bags or barrels, L C L-----	5	-----
Same, C L-----	6	-----
Peat or peat moss, in bags, barrels or casks, L C L----	4	-----
Same, C L-----	A	-----
Pecans; see Nuts.		
Peeling, lemon, packed-----	2	-----
Pegs, shoe, in bags-----	1	-----
Same, in barrels or boxes-----	2	-----
Peltries; see Hides.		
Pencils, slate, boxed-----	3	-----
Pepper and spices, N O S, ground, in boxes-----	2	-----
Pepper and spices, in bags-----	3	-----
Pepper sauce, in glass, packed; see Sauce.		
Perfumery-----	1	-----
Perfumery tanks; same as Phonographs and graphophones.		
Petroleum; see Oil, coal.		
Phonographs and graphophones, boxed, set up-----	3T1	D1
Same, knocked down-----	D1	1
Phosphate of lime; see Lime.		
Phosphorus, in tins, hermetically sealed-----	D1	-----
Photographic material-----	1	-----
Pianos; see Musical instruments.		
Piano stools; see Furniture.		
Picker sticks; see Machinery.		
Pickers, cotton, rawhide-----	2	-----
Pickles, viz.:		
In glass, L C L-----	1	2
Same, C L-----		6
In buckets or pails, wooden, L C L-----	3	4
In kegs, barrels or casks, L C L-----	4	5
In wood, C L-----		6
In wood and in glass, packed, mixed, C L-----	6	6
Same, when not less than one-half of shipment is in wood-----		6
Picks; see Iron and steel articles.		
Picture backing, in packages-----	4	-----
Picture frames; see Furniture.		

	Class.	Class. if Re- leased. (See Rule 5.)
Pictures; see Paintings.		
Pigeons, clay; see Targets.		
Pigeon (clay) traps; see Traps.		
Pig iron; see Iron and steel articles.		
Pigs' feet; see Meats,		
Pillows; same as mattresses.		
Pilots, locomotive, L C L	I	
Pineapples; see Fruit, green.		
Pins, viz.:		
Clothes, L C L	3	
Same, C L	5	
Same, mixed with clothes props and washboards, C L; see Washboards.		
Coupling, iron or steel; see Iron and steel articles.		
Dowel, wooden	4	
Insulators; see Telegraph cross-arms, etc.		
Tent; see Tents.		
Mixed with wooden dishes and washboards; see Woodenware.		
N O S, in cases	I	
Pipe, viz.:		
Copper, brass and metal, N O S	I	
Same, boxed	3	
Drain or roofing (pipe and tile), L C L	3	6
Same, C L	3	A
Earthen and concrete, L C L	3	6
Same, C L	3	A
Earthen (not drain), L C L	I	5
Same, C L	3	6
Iron; see Iron and steel articles.		
Lead, in boxes	4	
Lead, in rolls and reels	4	
Same, in casks	5	
Sheet iron, spiral; see Iron and steel articles.		
Stove and elbows, L C L	Di	
Same, C L, loose or in bundles, straight or mixed, minimum weight 20,000 lbs	3	5
Stoves, side seam not closed, viz.:		
Nested and wired or crated, L C L	I	
Same, owner's risk of rust, L C L		3
Nested and wired or crated, or otherwise, C L, minimum weight 20,000 lbs	3	5
Terra cotta, in boxes or crates, L C L		4
Terra cotta, in cases, barrels or tierces, L C L		5
Terra cotta, packed or loose, C L		6
Tin, boxed	2	
Wooden, water, and bored logs, L C L	4	
Same, C L	6	
Pipe fittings; see Fittings.		
Pipe covering, asbestos; see Asbestos products.		
Pipes, organ; see Musical instruments.		

	Class.	Class, if Re- leased. (See Rule 5.)
Pipes, tobacco, in boxes-----	I	-----
Pitch, viz.:		
In barrels, L C L-----	5	-----
In barrels or casks, N O S, C L-----	6	-----
Roofing, C L-----	A	-----
Plaids; see Dry goods.		
Planers; see Machinery and machines.		
Planters; see Agricultural implements.		
Plants; see Trees and shrubbery.		
Plant tethers, hand-----	2	-----
Plaster, viz.:		
Calcined, L C L-----	6	-----
Same, C L-----	A	-----
Cement; see Cement, plaster.		
Land; see Fertilizers.		
Plaster of Paris, L C L-----	6	-----
Same, C L-----	A	-----
Wall; same as Lime.		
Plaster boards, L C L-----		4
Same, C L-----		6
Plaster castings-----	D I	2
Plated ware, silver (solid silverware, not taken)-----	D I	-----
Plated ware (not silver), and white ware, to be so described in shipping tickets-----	I	-----
Plates, viz.:		
Bronze, in boxes-----	I	-----
Engravers' boxed-----		I
Paper and wooden, packed, L C L-----	I	3
Paper and wooden, including wooden butter dishes and plates, C L, minimum weight 12,000 lbs-----	4	6
Wooden plates or dishes, nested, packed in crates or boxes, L C L-----	I	3
Same, C L, minimum weight 12,000 lbs-----	4	6
Platforms, street car; see Vehicle materials and parts.		
Plow iron, plow steel and iron, plow parts, etc., in boxes; see Iron and steel articles.		
Plows and plow material; see Agricultural imple- ments.		
Plugs, fire; see Iron and steel articles.		
Plumbago (ship's option), in boxes, barrels or sacks-----	5	-----
Same, N O S-----	5	-----
Pokes, animal-----	I	-----
Poles, viz.:		
Bamboo, in bundles, L C L-----	D I	-----
Bamboo, C L, minimum weight 20,000 lbs-----	3	-----
Curtain; see Furniture.		
Fishing; see Fishing poles.		
Hoop, same as Barrel material.		
Railway or electric light, iron; see Iron and steel articles.		

	Class.	Class, if Re- leased. (See Rule 5.)
Telegraph or telephone, L C L.....	4	-----
Same, C L.....	6	-----
Tent; see Tents.		
Vehicle; see Vehicle materials.		
Polishing powders and compounds; see Powders.		
Polish, metal, packed.....	3	-----
Polish, stove and shoe; same as blacking.		
Popped corn, plain or sugared; see Confectionery.		
Pop corn booths; see Booths.		
Porcelain ware.....	Di	I
Porch columns, wooden; same as Sash, doors and blinds.		
Porch supports, iron; see Iron and steel articles.		
Pork; see Meats.		
Porter; same as Ale.		
Post-hole diggers, L C L.....	3	-----
Same, C L.....	6	-----
Post-office boxes; see Boxes.		
Posts, hitching, iron images or statues; see Iron and steel articles.		
Posts, fence, iron; see Iron and steel articles.		
Potash, viz.:		
Ball, packed.....	5	-----
German, muriate and sulphate, N O S, L C L.....	5	-----
Same, C L.....	6	-----
German, muriate and sulphate, when shipped to fertilizer factories; see Fertilizers.		
N O S.....	5	-----
Potato flour; see Flour.		
Potatoes; see Vegetables.		
Pots, glass house, earthen, owner's risk of breakage, C L.....		5
Pots, clay, empty glass receptacles), L C L.....	5	-----
Same, C L.....	A	-----
Pots, watering, galvanized iron, L C L.....	3	-----
Same, C L.....	4	-----
Poultry, viz.:		
Dressed; see Meats.		
Live, in coops or crates, L C L.....	Di	I
Same, C L; same as Live stock, horses and mules, C L, when live stock contract is exe- cuted.		
Powder, viz.:		
Baking and yeast, L C L.....	3	-----
Same, C L.....	4	-----
Bleaching; see Lime, chloride of.		
Cattle, horse or condition.....	1	-----
Explosive; see Explosives.		
Polishing.....	3	-----
Soap; see Soap powders.		
Stereotypers' backing, in packages.....	4	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Powdered jelly; see Jellies, powdered.		
Powers, dog and horse; see Agricultural implements.		
Preservative, food; see Food preservative.		
Preserves, fruit juices, etc.:		
Fruit juices and fountain syrups:		
In glass, packed.....		1
In wood, L C L.....		3
In wood, C L.....		5
In cans, boxed, L C L.....		2
In cans, boxed, C L.....		4
Same, in barrels or kegs.....	3	4
Preserves, fruit butter and jelly, viz.:		
In glass, packed, L C L.....	1	3
Same, C L.....	3	4
In wood, L C L.....	4	
Same, C L.....	5	
In cans, boxed, L C L.....	4	
Same, C L.....	5	
In glass, packed in wood, or in cans, boxed, mixed, carload.....	5	
Presses, viz.:		
Cider and cotton; see Agricultural implements.		
Copying.....	2	
Hay; see Agricultural implements.		
Printing; see Machinery and machines.		
Wooden; see Barrel followers.		
Printed matter, in sheets, boxed, prepaid or guaran- teed.....	2	
Printers' cabinets, boxed or crated.....	1	
Printers' cases, in bundles or racks, owner's risk of breakage.....	1	
Printers' cabinets, cases, racks, and stands, manu- factured of pine, poplar or other common woods, C L, minimum weight 12,000 lbs.....	3	4
Printers' rollers.....	1	
Printers' roller composition.....	3	
Prints; see Dry goods.		
Prison work; see Iron and steel articles.		
Props, clothes; see Clothes props.		
Protectors, tree, iron; see Iron and steel articles.		
Pruners, tree; see Agricultural implements.		
Prunes; see Fruit.		
Pulley bushing, wooden.....	4	5
Pulleys and pulley blocks and wheels; see Machinery and machines.		
Pulp board, wood; see Paper.		
Pulp, mineral.....	3	
Pulp, paper, in cases.....	2	
Same, in bundles or crates.....	6	
Pulp, wood, in cases.....	2	
Same, in bundles or crates.....	6	

	Class.	Class, if Re- leased. (See Rule 5.)
Pumice stone.....	3	-----
Pump and pump material, viz.:		
Hand, endless chain or bucket pumps, L C L.....	1	3
Same, detachable parts removed and crated or wired in bundles, L C L.....	3	4
Hand, endless chain or bucket pumps, C L.....	4	5
Iron, N O S.....	1	3
Steam pumps, pumping engines and machinery; L C L.....	3	4
Same, C L.....	4	5
Wooden pumps and pump material, L C L.....	3	4
Same, C L.....	4	5
Wooden tubing, L C L.....	4	-----
Same, C L.....	6	-----
Purifiers; see Agricultural implements.		
Purple ore; see Ores.		
Putty.....	5	-----
Q.		
Quartz, pulverized, for washing or scouring pur- poses.....	6	-----
Quicksilver, in iron flasks.....	1	-----
Quills, goose and turkey, in bales, barrels, boxes or crates.....	1	-----
Quilting attachments, knocked down, boxed or crated.....	1½	1
Quilts and comforts, made of cotton and lined there- with; same as Dry Goods, N O S.		
R		
Racks, viz.:		
Barrel (racks and stands), portable, in bundles or crates, L C L.....	1	2
Same, C L.....	3	4
Bicycle; see Bicycle stands or racks.		
Bottle (rack or coverings), wooden, completely knocked down and packed in boxes or barrels, L C L.....	3	-----
Same, C L.....	5	-----
Hat; see Furniture.		
Hay, iron; see Iron and steel articles.		
Meat, in bundles, boxes or crates, set up.....	1½	-----
Same, knocked down.....	3	-----
Meat, returned; see Meat boxes.		
Music; see Furniture.		
Radiators or heaters, steam, viz.:		
Feed, water heaters, L C L.....	2	3
Same, C L.....	3	5
Not packed, L C L.....	2	3
Packed, L C L.....	3	4
Packed or not packed, C L.....	3	5

	Class.	Class, if Re- leased. (See Rule 5.)
Rags, viz.:		
In sacks or crates.....	3	-----
In barrels or hogsheads.....	4	-----
Pressed, in bales.....	A	-----
Rail benders; see Iron and steel articles.		
Railing; see Iron and steel articles.		
Railroad car trucks; same as car wheels and axles; see Iron and steel articles.		
RAILROAD ROLLING STOCK EQUIPMENT		
(not including street or tramway cars, for which see Vehicles), viz.:		
Car bolsters, wooden, L C L.....	4	-----
Same, C L.....	6	-----
Cars, hand, lever or crank, for railway use, viz.:		
Set up, L C L.....	1	-----
Same, C L, minimum weight 20,000 lbs.....	5	-----
Knocked down, L C L.....	2	-----
Same, released, C L; Special iron rates.		
Cars, narrow gauge, requiring flat or gondola car, C L.....	5	-----
Cars, knocked down (i. e., cars from which trucks or other detachable parts have been removed and loaded on same car with bodies), to be loaded and unloaded by owners, and at owner's risk; Special iron rates.		
Cars, railroad, dump, standard gauge, requiring flat or gondola car, C L.....	5	-----
Cars, standard or narrow gauge, requiring flat or gondola cars, L C L.....		1
Cars and locomotives, standard gauge, on their own wheels, subject to the following rules:		

BASIS FOR CALCULATION OF FREIGHT.

The shortest all-rail mileage from the Association gateways (or point of competitive shipment, if within Association limits) by the usual route of transportation to destination, to be used, there being added thereto such arbitraries, if any, that are intermediate between said gateways and destination; not less than 75 miles to be charged for in computing rates for short distances. Mileage of the "Traveler's Official Guide," to be used. Longer lines desiring to compete for such transportation being privileged to do so at totals made on foregoing basis.

PASSING MESSENGERS IN CHARGE.

Messengers in charge of new coaches will not be passed free, but must pay full fare.

When it is desired to send a man in charge of locomotives, he may be passed free one way.

	Class.	Class, if Re- leased. (See Rule 5.)
Parlor and sleeping cars, 12 cents per mile.		
Coaches, baggage, mail and express, 10 cents per mile.		
Box, cab, stock, or tank cars, 6 cents per mile.		
Coal, gondola, or dump cars, 5 cents per mile.		
Flat cars, upon their own wheels, 4 cents per mile.		
Flat cars: When one or more cars are loaded on a flat car the rate will be 3 cents per mile for those loaded on the flat, and four cents per mile for the car on wheels carrying the others.		
Locomotives and tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot, 15 cents per mile.		
Locomotives and tenders, dead, connecting rods and small parts liable to be damaged, at option of carrier, to be taken off and boxed, 20 cents per mile.		
Locomotives and tenders, loaded wholly on flat cars, 25 cents per mile.		
Locomotives, loaded on flat cars and weighing less than 40,000 lbs.; same as Machinery, N O S.		
Raisins; see Fruit, dried.		
Railways, cash; see Cash railways.		
Rakes; see Agricultural implements.		
Range boilers; see Boilers.		
Rasps; see Files.		
Rattan-----	1	-----
Rat traps; see Traps.		
Reapers; see Agricultural implements.		
Red lead; see Lead.		
Reeds, willow, in bales-----	2	-----
Reels, viz.:		
Cable, empty, L C L-----	3	-----
Same, C L, minimum weight 15,000 lbs.-----	5	-----
Hose (fire extinguishers); see Vehicles.		
Hose, garden and lawn, viz.:		
Set up, L C L-----	D1	-----
Knocked down, packed, L C L-----	1	-----
Knocked down or set up, C L-----	4	-----
Reflectors, packed-----	D1	1
Refrigerator or cooling room material; see Furniture.		
Refrigerators; see Furniture.		
Re-gins; see Cotton sweepings, etc.		
Registers, cash; see Cash registers.		
Warm air; same as Radiators or heaters, steam.		
Replacers, car; see Iron and steel articles.		
Retorts, viz:		
Clay, L C L-----		6
Same, C L; same as Brick, fire, C L.		

	Class	Class, if Re- leased. (See Rule 5.)
Copper.....	2	-----
Iron; see Iron and steel articles.		
Soda fountain.....	4	-----
Rice, viz.:		
Crystal or prepared, L C L; see Food prepara- tions, cereal.		
Crystal or prepared, C L, in sacks or bulk, for brewing purposes, shipped direct to breweries.	D	-----
Rough.....	D	-----
N O S, in boxes or kegs.....	3	-----
N O S, C L, minimum weight 20,000 lbs.; see Special rates.		
N O S.....	6	-----
Rice, bran and chaff.....	D	-----
Rice, flour and meal, in sacks.....	C	-----
Rice flour, in barrels or kegs; same as Rice, in boxes or kegs.		
Rice polish; same as Rice bran.		
Riddles; see Sieves.		
Ridge pole slate; see Slate.		
Rim-locks; see Locks.		
Rims; see Vehicle materials.		
Rivets, iron; see Iron and steel articles.		
Road machines and graders; see Machinery and machines.		
Roasters, viz.:		
Coffee or peanut, portable, L C L.....	D1	-----
Same, not portable, L C L.....	1	-----
Coffee or peanut, N O S, C L, minimum weight 20,000 lbs.....		5
Cotton seed.....		1
Robes, buffalo.....		D1
Rock, viz.:		
Asbestos; see Asbestos rock.		
Bituminous, in barrels or casks, L C L.....	6	-----
Bituminous, C L; same as Cement, C L.		
Rock, ore and stone crushers; see Machinery and machines.		
Rods, viz.:		
Curtain; see Furniture.		
Fishing; see Fishing rods.		
Lightning; see Lightning rods.		
Wagon box; see Iron and steel articles.		
Rollers, viz.:		
Cotton mill, iron and steel; see Machinery.		
Field and road; see Agricultural implements.		
Printers'; see Printers' rollers.		
Sugar; see Machinery and machines.		
Rolls, grinding and corrugated; see Machinery and machines.		

	Class.	Class, if Re- leased. (See Rule 5.)
Roof coating, asbestos; see Asbestos products.		
Manufactured of coal tar, L C L.....	5	-----
Same, C L.....	6	-----
Roofing, viz.:		
Asbestos; see Asbestos products.		
Asphalt slag; same as Asbestos roofing.		
Cement, L C L.....	4	-----
Same, C L.....	6	-----
Felt, in bundles or rolls.....	5	-----
Glass; see Glass and glassware.		
Granite, packed.....	5	-----
Gravel, L C L.....	4	-----
Same, C L.....	6	-----
Iron; see Iron and steel articles.		
Paper; see Paper.		
Slate, packed, L C L.....	6	-----
Slate, C L; see Special rates.		
Tin, in rolls; see Tin.		
Tile; see Pipe.		
Root, angelica, in barrels or boxes.....	1	-----
Root, licorice; see Licorice root.		
Roots and herbs, viz.:		
Value limited to 6 cents per lb. (see Rule 6), L C L.....	4	-----
Same, C L.....	6	-----
N O S.....	3	-----
Rope, viz.:		
Bed cord, L C L.....	3	-----
Same, C L.....	6	-----
Clotheslines, L C L.....	3	-----
Same, C L.....	6	-----
Cotton; see Dry goods.		
Hair.....	1	-----
Wire.....	5	-----
N O S, L C L.....	3	-----
Same, C L.....	6	-----
Rope ladders; see Ladders.		
Rosin, in barrels, actual weight to be charged for, L C L.....	5	-----
Rosin, in barrels or casks, actual weight to be charged for, C L.....	5	-----
Rubber, crude.....	3	-----
Rubber belting; see Belting.		
Rubber car springs; see Springs.		
Rubber clothing; see Clothing.		
Rubber hose; see Hose.		
Rubber packing; see Packing.		
Rubber, scrap, old, in bales.....	6	-----
Rubber tires; see Tires, rubber.		
Rubber goods, N O S.....	1	-----
Rugs, N O S.....	1	-----
Running gears; see Vehicle material.		

	Class.	Class, if Re- leased. (See Rule 5.)
Rustic work, viz.:		
Not boxed or crated.....	3T1	1
Crated.....	1	
Entirely boxed.....	2	
Rye; same as Grain.		
S		
Sacks; see Bags.		
Saddlery, viz.:		
Collars, horse, viz.:		
Bark or shuck, any quantity.....	3	
Covered with cotton canvas.....	2	
N O S.....	2	
Hames, packed or in bundles.....	3	
Hardware; see Hardware, saddlery.		
Harness, in bundles.....	1	
Same, in boxes.....	2	
Hooks, backband, iron; see Iron and steel articles.		
Hooks, backband, wire (parts of harness), packed, in boxes or bundles.....	3	
Saddles, not boxed.....	1	
Same, boxed.....	2	
Saddletrees, not boxed.....	1	
Same, boxed.....	2	
Stirrups, wooden, in bundles or crates.....	2	
Sweat pads, L C L.....	2	
Same, C L.....	3	
N O S.....	2	
Sadiron; see Iron and steel articles.		
Safes, iron; see Iron and steel articles.		
Safes, meat, pantry, kitchen or cheese; see Furniture.		
Saggers, ore (fitches or fletches); same as Pots, clay.		
Sago, in bags, boxes or barrels.....	3	
Sago flour, in bags.....	5	
Same, in other packages; same as Starch.		
Sails.....	1	
St. John's bread; see Bread.		
Sal ammonia; same as Ammonia, dry.		
Saleratus.....	4	
Salt, taken only at actual weight (no matter how packed), viz.:		
Salt specimens, packed.....	1	
Table.....	4	
N O S, in sacks, L C L.....	6	
Same, C L; see Special rates.		
Salt cake; see Cake.		
Saltpetre, L C L.....	5	
Same, C L.....	6	
Salts, viz.:		
Antimony, in barrels, half-barrels or kegs.....	1	
Bleaching, in barrels or casks.....	6	
Same, N O S.....	4	

	Class.	Class, if Re- leased. (See Rule 5.)
Epsom, in barrels or casks, L C L.....	5	-----
Same, N O S, L C L.....	4	-----
Epsom, C L.....	6	-----
Glauber, in barrels or casks, L C L.....	5	-----
N O S, L C L.....	4	-----
Same, C L.....	6	-----
Samp; same as Hominy.		
Samples, cotton factory product; see Cotton factory product samples.		
Sand, viz.:		
Monozite, value limited to \$20 per ton, L C L....	3	-----
Same, C L.....	5	-----
Moulding.....	5	-----
N O S, in barrels, L C L.....	6	-----
Saratoga chips; same as Crackers.		
Sardines; see Fish.		
Sash, viz.:		
Glazed, L C L.....	1	4
Same, C L, minimum weight 20,000 lbs.....	5	6
Unglazed, K D, in bundles, crated, L C L.....	3	-----
Same, C L, minimum weight 20,000 lbs.....	6	-----
Unglazed, N O S; same as Blinds.		
Sash weights, N O S, unpacked; see Special Iron.		
Sash weights, lead.....	5	-----
Sauce, pepper, in glass, packed.....	1	2
Sauce, N O S.....	1	-----
Sauerkraut, in barrels.....	4	6
Sausage and sausage casings; see Meats.		
Sawbucks, wooden, in bundles.....	3	-----
Same, K D, in crates or boxes.....	5	-----
Sawdust, in barrels or sacks.....	6	-----
Saw mills; see Machinery and machines.		
Saw plates, circular, steel, not finished or teeth cut therein.....	6	-----
Saws, viz.:		
Buck, in bundles.....	1	-----
Same, in crates or boxes.....	2	-----
Circular, with frames.....	1½	-----
Circular, on boards.....	1	-----
Drag.....	1	-----
Drag, with horse power.....	5	-----
N O S, loose.....	1½	-----
N O S, on boards.....	1	-----
N O S, boxed.....	2	-----
Scale boards; see Board scale.		
Scales—automatic weighing machines; see Machinery and machines.		
Scales and scale beams, viz.:		
Manufactured wholly of iron; see Iron and steel articles.		

	Class.	Class, if Re- leased. (See Rule 5.)
N O S, unboxed, wrapped	1	
N O S, K D, packed	2	
Scenery, including theatrical stage scenery and appli- ances, theatrical paraphernalia, cycloramas, outfit of dioramas, panoramic outfit, platform lecturers' illustrative apparatus, L C L	D1	
Same, C L	4	
Scrapers; see Agricultural implements.		
Screens, viz.:		
Coal, ashes, tar, lime, liquid or dry, of wire or per- forated iron, L C L	3	
Same, C L	6	
Door or window, of wire, in bundles, boxes, or crates, L C L	4	
Door or window, of wire, O R B, C L, minimum weight 15,000 lbs	6	
N O S, of wire, O R B	D1	
Screws, viz.:		
Bench, packed	4	
Iron or steel; see Iron and steel articles.		
Tobacco; see Machinery and machines.		
Wood, in casks or boxes	2	
Wooden, for cotton presses; see Agricultural im- plements.		
Scythes; see Agricultural implements.		
Scythe stones	3	
Sea coal; same as Facings, coal or iron.		
Sea grass, sea weed or salt hay, pressed in bales, L C L	3	
Same, C L	D	
Seals, car, boxed	4	
Seamers, for shaping roofing tim; see Machinery and machines.		
Seat awnings and aprons; see Vehicle materials.		
Seats, viz.:		
Locomotive cab, spring	2	
Railroad car, K D, boxed		2
School; see Furniture.		
Vehicle; see Vehicle materials.		
Water-closet; see Water-closet seats.		
Seed, viz.:		
Bird; see Bird food.		
Clover, L C L	3	
Same, C L	5	6
Corn, in boxes	2	
Same, in barrels or sacks	D	
Cotton, hulled		3
Cotton, 2,000 lbs. or over, L C L	6	
Same, less than 2,000 lbs	3	
Same, C L	D	

	Class.	Class, if Re- leased. (See Rule 5.)
Flax, L C L.....	3	-----
Same, C L.....	6	-----
Garden, L C L.....	2	-----
Same, C L.....	4	-----
Same, returned over same line by which origin- ally forwarded.....	6	-----
Grass.....	3	-----
Hemp, L C L.....	3	-----
Hemp, C L.....	6	-----
Linseed.....	3	-----
Millet, L C L.....	3	5
Same, C L.....	5	6
Mustard.....	3	-----
Peach stones, packed.....	6	-----
Peach stones, in bulk, C L.....		6
Sorghum, L C L.....	3	-----
Same, C L.....	5	6
Timothy, L C L.....	3	-----
Same, C L.....	5	6
Vetches, L C L.....	3	-----
Same, C L.....	5	6
N O S.....	2	-----
Separators; see Agricultural implements.		
Separators and crushers, cotton seed; see Agricul- tural implements.		
Settees; see Furniture.		
Shade frames and fixtures; see Iron and steel arti- cles.		
Shadines; see Fish.		
Shafting; see Machinery and machines.		
Shafting couplings; see Iron and steel articles.		
Shafts; see Vehicle materials.		
Shavings, cork; see Cork.		
Shavings and chips, brewers', pressed in bales.....	6	-----
Shear flocks, refuse, or waste of woolen mills.....	A	-----
Sheathing, asbestos; see Asbestos products.		
Sheathing, metallic, boxed, crated or in bundles, wired.....	3	-----
Sheep dip, liquid or powdered, in packages.....	4	-----
Sheet iron heating stoves; see Stoves.		
Sheetings; see Dry goods.		
Shellac; see Gum.		
Shellers; see Agricultural implements.		
Shells, viz.: Bomb, old; same as Iron castings.		
Lake, small, in barrels, value limited to 50 cents per barrel (see Rule 6), prepaid, viz.: If not for street or road paving purposes and so specified in bill of lading.....		5
If for street and road paving purposes and so specified in bill of lading, C L.....		A

	Class.	Class, if Re- leased. (See Rule 5.)
Oyster, in barrels or kegs.....	A	-----
Oyster, ground, in barrels.....	A	-----
Oyster, to be used for fertilizer purposes, when consigned to fertilizer factories, C L; same as Fertilizers.		
Sea, prepared, L C L.....	D1	1
Same, C L.....	5	-----
Shelves, brick drying; see Brick drying shelves.		
Shingle bands, iron; see Iron and steel articles.		
Shingles, viz.:		
Metallic, boxed, L C L.....	4	-----
Same, C L.....	6	-----
Wooden, L C L.....	4	-----
Same, C L.....	6	-----
Shipstuff; see Millstuff.		
Shirtings; see Dry goods.		
Shirts.....	1	-----
Shoddy, viz.:		
In bags or sacks.....	2	-----
In crates.....	3	-----
In bales, described as such.....	4	-----
Shoe findings; see Findings.		
Shoe lasts; see Lasts.		
Shoe pegs; see Pegs.		
Shoe polish; see Polish.		
Shoes; see Boots.		
Shoes, horse, mule and ox; see Iron and steel arti- cles.		
Shooks; same as Barrel materials.		
Shorts; see Millstuff.		
Shot, viz.:		
In bags or boxes.....	2	-----
In barrels, half-barrels, quarter-barrels or drums; same as in kegs.		
In paper bags, boxed and strapped.....	4	-----
In kegs or double sacks.....	6	-----
Shovels; see Agricultural implements.		
Show cards; see Signs.		
Show cases; see Glass and glassware.		
Shrinkers, benders, and upsetters, tire.....	2	-----
Shrubbery; see Trees.		
Shucks; see Husks.		
Shutters, iron; see Iron and steel articles.		
Shuttle blocks; see Blocks.		
Shuttles; see Machinery, cotton and woolen.		
Sideboards; see Furniture.		
Siding, steel, stamped in imitation of brick; see Iron and steel articles.		
Sieves or riddles, with tin or wooden frames, viz.:		
Not nested, loose or in bundles.....		3T1
Not nested, crated.....		D1

	Class.	Class, if Re- leased. (See Rule 5.)
Nested, wired in bundles, not crated, L C L.....	-----	1½
Nested, crated, L C L.....	-----	2
Nested, wired in bundles, or in crates, C L, mini- mum weight 12,000 lbs.....	4	-----
Signs, viz.:		
Card, metallic or wood, boxed, prepaid.....	2	-----
Glass; see Glass and glassware.		
Trade, not glass, prepaid.....	1	2
Silex, in barrels.....	6	-----
Silicates, peroxides of, in barrels.....	3	5
Silk, raw, viz.:		
Value not specified, taken only by special contract.		
Value specified greater than \$1 per lb. and less than \$5 per lb. (see Rule 6).....	3T1	-----
Value limited to \$1 per lb. (see Rule 6).....	D1	-----
Silverware, plated; see Plated ware.		
Same, solid, not taken.		
Singletrees; see Vehicle materials.		
Sinks, iron; see Iron and steel articles.		
Sinks, soapstone.....	1	3
Sizing, for factories.....	5	-----
Skeins, vehicle; see Iron and steel articles.		
Skelp iron; see Iron and steel articles.		
Skewers, butchers, wooden.....	4	-----
Skins; see Hides.		
Slag, ground; see Fertilizers.		
Slashene, in barrels; same as Paste, in barrels.		
Slashene, N O S; see Washing compounds.		
Slate billiard table beds.....	1	2
Slate blackboards; see blackboards.		
Slate cisterns, packed.....	2	3
Slate curbing or fencing, L C L.....	4	5
Same, C L.....	5	6
Slate flagging or paving; same as Slate, curbing or fencing.		
Slate, ground in bags; same as Roofing slate.		
Slate lintels, window sills, copings, stairways and ridge poles, L C L.....	3	4
Same, C L.....	4	5
Slate pencils; see Pencils.		
Slate mantels; see Mantels.		
Slate roofing; see Roofing.		
Slates, school, L C L.....	3	-----
Same, C L.....	5	-----
Slats, viz.:		
Bed; see Furniture.		
Trunk; see Trunk slats.		
Wooden, twelve inches or less in length, two inches or less in width, prepared, boxed, L C L.....	4	-----
Sledges; see Iron and steel articles.		
Sleds, log; see Vehicles.		

	Class.	Class, if Re- leased. (See Rule 5.)
Sleighs; see Vehicles.		
Slush, soap stock or similar material for manufactur- ing soap, in barrels	6	
Smokestacks (ship's option, see Rules 19 and 24)	1	
Snaths; see Agricultural implements.		
Snuff, viz.:		
In jars, not packed	D1	
Same, packed	2	
In casks, barrels or boxes	2	
Soap, viz.:		
Castile and fancy	2	
Common, in boxes and so described on package	6	
Same, in barrels; same as Soap, common, in boxes.		
Soap chips; same as Soap, common.		
Soap powders	5	
Soap softener, liquid, in barrels	4	
Soap stock; see Slush.		
Soapstone, viz.:		
Crude, in barrels or casks, value limited to \$10 per ton (see Rule 6); same as Cement.		
Ground, in barrels or bags, value limited to \$20 per ton (see Rule 6), L C L	5	
Same, C L	6	
Soapstone footwarmers and griddles, O R B	3	5
Soda, viz.:		
Bicarbonate of, in sacks		5
Same, in boxes, barrels or kegs, or in wooden, paper, pasteboard or iron drums, or in wooden cases	5	
Caustic:		
Same, in tin cans, boxed	4	
Same, in wooden barrels	4	
Same, in iron casks or drums	6	
Leaven; same as Soda, bicarbonate.		
Nitrate, L C L	6	
Same, C L; see Fertilizers, C L.		
Silicate of, L C L	6	
Same, in tank cars, C L, minimum weight 30,000 lbs.; see Fertilizers.		
Soda, ash, in bags, any quantity	A	
Same, N O S, and sal soda	6	
Sulphate of, L C L	6	
Same, C L; same as Fertilizers, C L.		
N O S, in kegs, boxes or drums	5	
Same, in wooden cans or drums, metal lined	5	
Soda fountains; see Fountains.		
Soda fountain retorts; see Retorts.		
Sofas; see Furniture.		
Softener, cotton and wool, in barrels	B	
Same, N O S	5	

	Class.	Class, if Re- leased. (See Rule 5.)
Solder.....	5	-----
Soldering, flux; see Flux.		
Sorghum, in barrels or hogsheads.....	5	6
Spades; see Agricultural implements.		
Spaghetti; see Macaroni.		
Spark arresters, L C L.....	D1	-----
Specimens, mineral, in the rough, boxed, O R B, pre- paid.....		4
Spelter, in slabs or casks.....	5	-----
Spices; see Pepper.		
Spiegel eisen, L C L.....	6	-----
Same, C L.....	A	-----
Spikes; see Iron and steel articles.		
Spindle boxes; see Boxes, empty.		
Spiritine, viz.:		
In cans, boxed, L C L.....	D1	2
In barrels, L C L.....	3	-----
In packages, C L.....	6	-----
Splices; see Iron and steel articles.		
Splints, broom; see Broom splints.		
Spokes; see Vehicle materials.		
Sponge.....	D1	-----
Sponge iron; see Iron and steel articles.		
Spools and cores, made of wood or iron, or both, for winding paper thereon, L C L.....	3	-----
Same, C L.....	5	-----
Spoons, knives and forks, (iron, tin or tinned iron), in boxes.....		3
Spouts; see Conductors.		
Sprayers, garden; see Agricultural implements.		
Spreaders; see Agricultural implements.		
Spring seats for locomotive cabs; see Seats.		
Springs, viz.:		
Bed; see Furniture.		
Car, iron; see Iron and steel articles.		
Car, rubber, loose.....	4	-----
Car, rubber, boxed.....	5	-----
Furniture; see Furniture.		
Seat; see Iron and steel articles.		
Vehicle; see Iron and steel articles.		
Wire, loose or in bundles, not taken.		
Wire, N O S, packed in boxes.....	2	-----
Same, packed, in barrels or casks.....	3	-----
Sprinklers, automatic, in boxes.....	2	-----
Sprinklers, street; see Vehicles.		
Squibs, miners' in boxes.....	6	-----
Stackers, straw; see Agricultural implements.		
Stage coaches; see Vehicles.		
Stairways, slate; see Slate.		
Stairwork; see Woodwork.		
Stanchions, cattle.....	5	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Stand pipe; see Iron and steel articles.		
Stands, viz.:		
Barrel; see Racks.		
Bicycle; see Bicycle stands or racks.		
Hall; see Furniture.		
Music; see Furniture.		
Revolving display; see Furniture.		
Staples; see Iron and steel articles.		
Starch, viz.:		
N O S, in boxes or barrels, L C L-----	3	-----
Same, C L-----	5	-----
In bags, O R, wet and waste, L C L-----	3	-----
Same, C L-----	5	-----
Starch, liquid, or starch polish, in glass, boxed, O R B, O R L, or in wood, O R L, L C L-----		1
Stationery-----	2	-----
Statuary, viz.:		
Iron; see Iron and steel articles.		
Marble or granite, owner's risk of breakage, chaf- ing or chipping-----		D1
Marble or granite, value limited to 40 cents per cubic foot (see Rule 6)-----	D1 3T1	1 D1
Statues, at option of initial road or steamer-----		
Staves; see Barrel material.		
Stay guards, steel, for fence wire; see Wire fence.		
Steamers, feed; see Evaporators; see Agricultural implements.		
Steam gauges; see Machinery and machines.		
Steam heaters; see Radiators.		
Steam shovels; same as Locomotives; see Railroad rolling stock equipment.		
Steam yachts; see Boats.		
Stearine; same as Tallow.		
Steel, granulated; see Iron and steel articles.		
Steel, packed or unpacked; see Iron and steel articles.		
Steel blooms and billets; see Iron and steel articles.		
Steel stay guards, for fence wire; see Wire fence.		
Steel yards, unboxed-----	1	-----
Steel yards, packed, knocked down-----	2	-----
Stereotype plates, boxed-----	1	-----
Stereotype plates, newspaper, old, returned to man- ufacturers, packed-----	3	-----
Stereotypers' backing powder; see Powder.		
Stills, viz.:		
Copper, crated-----	3T1	-----
Iron, L C L-----	D1	-----
Same, C L-----	4	-----
Stirrups; see Saddlery.		

	Class.	Class, if Re- leased. (See Rule 5.)
Stone, viz.:		
Artificial, architectural, O R B; same as Terra cotta.		
Lithographic.....	1	2
N O S; see Marble and granite.		
Stone dust; see Marble and granite.		
Stone ore and rock crushers; see Machinery and machines.		
Stoneware; same as Earthenware.		
Stools, piano; see Furniture.		
Stop-cock boxes; see Iron and steel articles.		
Stove boards, boxed or crated.....	3	-----
Stove pipe; see Pipe.		
Stoves, viz.:		
Alcohol, gas, gasoline, oil and vapor, viz.:		
With skeleton frames, boxed or crated, L C L.....	1½	1
Without skeleton frames, boxed or crated, L C L.....	1	2
With or without skeleton frames, boxed or crated or loose, C L, minimum weight 20,000 lbs.....	3	5
Sheet iron, heating, L C L.....	1	-----
Same, C L, minimum weight 12,000 lbs.....	3	-----
Stoves, N O S, stove plates, stove furniture and stove hollowware (not enameled, agate or granite ware, and not including stove pipe and stove pipe elbows), shipped with stoves, L C L.....	1	3
Same, C L, minimum weight 20,000 lbs.....	3	5
Hollowware, shipped separately from stoves; see Hollowware.		
Straw; see Hay.		
Strawboards; see Paper.		
Straw bottle covers; see Covers.		
Straw braid, for manufacture of straw hats, in bales, value limited to \$30 per bale (see Rule 6).....	2	-----
Straw goods; same as Dry goods, N O S.		
Street sprinklers; see Vehicles.		
Stretchers, artists'; see Artists' stretchers.		
Stretchers, fence, packed or in bundles.....	3	-----
Stripes, domestic; see Dry goods.		
Stucco powder, C L.....	A	-----
Stuffing, for hoofs; see Hoof stuffing.		
Stump pullers; see Machinery and machines.		
Sublimate of lead; see Lead.		
Sugar, viz.:		
In boxes, not strapped.....	2	4
Same, strapped.....	4	5
In barrels or hogsheads.....	6	-----
In single sacks.....	2	4
Sugar, icing or flavored icing, in boxes or pails.....	2	4
In cartoons or sacks packed in boxes or in double sacks; same as in barrels.		
Grape sugar.....	6	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Sugar cane, prepaid.....	6	-----
Sugar rollers; see Machinery and machines.		
Sulkies; see Vehicles.		
Sulphate; see Ammonia, Iron, Potash and Soda.		
Sulphate of Alumina; see Alumina, sulphate of.		
Sulphur; same as Brimstone,		
Sulphur ore; see Ore.		
Sulphuric ether; see Ether.		
Sumac, viz.:		
Ground, in bags or barrels, L C L.....	4	-----
Same, C L, minimum weight 20,000 lbs.....	5	-----
Leaf, C L, minimum weight 16,000 lbs.....	4	-----
Sumac extract, dry, in boxes.....	1	-----
Same, liquid, in barrels or casks.....	4	5
Surgical instruments, boxed.....	D1	-----
Swage blocks; see Iron and steel articles.		
Sweat pads; see Saddlery.		
Sweepings, cotton; see Cotton sweepings.		
Sweepings, woolen mill; same as Cotton sweepings.		
Swings, wooden, portable; same as Hammocks, portable.		
Switches and switch chairs; see Iron and steel articles.		
Syrup coloring; see Coloring.		
Syrups, viz.:		
Manufactured of cider, in barrels, half-barrels, hogsheads or casks.....	5	6
N O S, in glass or stone, boxed.....	1	2
Same, in cans, boxed, in kegs or kits, L C L.....	3	4
Same, in barrels or hogsheads, L C L.....	5	6
Same, in kegs, kits, barrels, hogsheads, or in cans, boxed, straight or mixed C L, minimum weight 30,000 lbs.....	5	6
T		
Tables; see Furniture.		
Tackle, fishing; see Fishing tackle.		
Tacks, iron; see Iron and steel articles.		
Tacks, N O S.....	2	-----
Tags, paper, packed.....	2	-----
Tags, sheet iron; same as Tags, tin.		
Tags, tin, lettered, in boxes or barrels, prepaid.....	4	-----
Same, not lettered, in boxes or barrels.....	4	-----
Tails, cattle.....	4	-----
Talc.....	6	-----
Tallow, in barrels.....	B	-----
Same, N O S.....	5	-----
Tamarinds, in boxes or kegs.....	2	-----
Tankage, for fertilizer purposes, C L; see Fertil- izers.		

	Class.	Class, if Re- leased. (See Rule 5.)
Tanks, viz.:		
Cast iron; water, enameled, to be used as water-coolers and refrigerators.....	1	-----
Iron or steel, not over 30 feet long; same as Boilers.		
Oil, cellar or store, owner's risk of breakage, viz.:		
Empty, loaded in box cars.....		D1
Empty, requiring flat or gondola cars, minimum weight 5,000 lbs. each.....		1
Empty, with pump, hood and measures inside of can, boxed or crated.....		1
Empty, oil storage, loaded lengthwise and strapped on flat cars; same as Tank cars.		
Oil tank wagons; see Vehicles.		
Water closet; see Water closet tanks.		
Wooden, capable of being loaded in box cars, boxed or crated, set up.....	2	-----
Wooden, N O S, set up.....	D1	-----
Wooden, packed, knocked down.....	6	-----
N O S.....	3T1	-----
Tank material; same as Box and barrel material.		
Tapioca, in bags, boxes or barrels.....	3	-----
Tar, in barrels, L C L.....	5	-----
Same, in barrels or casks, C L.....	6	-----
Tar, in cans, boxed or crated, L C L.....	4	-----
Same, C L.....	5	-----
Targets, sportsmens', flying, in barrels or boxes, L C L.....	1	3
Same, Sportsmen's, flying, C L.....	3	5
Tea.....	1	-----
Teasels.....	D1	-----
Teazle cloth; see Dry goods.		
Tedders, horse; see Agricultural implements.		
Telegraph cross-arms, with insulator brackets or pins, Same, without insulator pins or brackets; Lumber rates.	6	-----
Telegraph insulators, pins or brackets, L C L.....	4	-----
Same, C L.....	6	-----
Telephones, boxed.....	3T1	D1
Telephone booths, wooden, set up.....		D1
Same, K D, in bundles, crates or boxes.....		3
Tent pins, L C L.....	2	-----
Same, C L.....	A	-----
Tents and tent poles.....	2	-----
Terne-plate; same as Tin plate.		
Terra cotta, viz.:		
Architectural, packed, in boxes, crates, casks, or tierces, L C L.....	2	4
Architectural, C L.....		6
N O S.....	2	3
Terra japonica.....	4	-----
Tete-a-tetes; see Furniture.		

	Class.	Class, if Re- leased. (See Rule 5.)
Theatrical paraphernalia; see Scenery.		
Thread (including ball sewing, products of cotton factories)-----	1	-----
Threshers; see Agricultural implements.		
Tickings; see Dry goods.		
Tie buckles, cotton; same as Cotton ties.		
Ties, cotton; see Cotton ties.		
Ties, hay-----	A	-----
Tile, viz.:		
Drain and roofing; see Pipe.		
Fire, for lining, etc-----	4	-----
Floor and marble-----	4	-----
Hollow, fireproof, C L-----	4	A
Tiling, sidewalk, concrete or cement, L C L-----		6
Same, C L-----		A
Sidewalk, combined iron and glass, L C L-----	3	4
Same, C L-----	4	5
Tin, viz.:		
Japanned, in sheets, owner's risk of wet and rust-----		3
In shape, for manufacture of cans, nested solid, no other goods in same package-----	4	-----
Pig and block-----	5	-----
Scrap, in rolls or bundles, wired or crated-----	6	-----
Tin foil, in boxes-----	2	-----
Tin flour receptacles; same as Cans, empty.		
Tin plate, in boxes, charged at actual weight, L C L-----	4	5
Same, C L-----	5	6
Tin roofing, in rolls-----	5	-----
Tin tags; see Tags, tin.		
Tin trunk covering; see Trunk covering.		
Tinners' trimmings, N O S-----	2	-----
Tinware, N O S, L C L-----	3	-----
Same, C L, minimum weight 20,000 lbs-----	4	-----
Tipples; see Chutes.		
Tire benders and upsetters; see Shrinkers.		
Tires, locomotive; see Iron and steel articles.		
Tires, rubber, solid or pneumatic, boxed or crated-----	1	-----
Tires, wagon; see Iron and steel articles.		
Tobacco, viz.:		
Cut, in boxes, barrels or bales-----	1	-----
Leaf, in cases-----	3	-----
Same, in bales, owner's risk of wet or heating-----		4
Plug, in boxes or kegs-----	1	2
Smoking-----	1	-----
Unmanufactured, in casks or hogsheads-----	4	-----
Tobacco barns; see Barns.		
Tobacco box material; see Box material.		
Tobacco granulators and cleaners; see Agricultural implements.		
Tobacco hangers; see Hangers.		
Tobacco moulds or shapes-----		4

	Class.	Class, if Re- leased. (See Rule 5.)
Tobacco screws and fixtures; see Machinery and machines.		
Tobacco stems, in hogsheads or bales.....	6	-----
Tobacco sweepings or stems, viz.:		
In bags, bales, barrels or casks, for fertilizer purposes, and so certified on bill of lading or shipping receipt, value limited to \$10 per ton (see Rule 6); see Fertilizers.		
N O S, packed.....	6	-----
Toe calks; see Iron and steel articles.		
Tombstones; see Monuments.		
Tongue, viz.:		
Deer, in barrels, bales or boxes, value limited to 6 cents per pound (see Rule 6), L C L.....	5	-----
Same, C L.....	6	-----
N O S; see Meats.		
Tonqua beans; see Beans.		
Tools, edge.....	2	-----
Tools, mechanics', boxed.....	2	-----
Toothpicks.....	2	-----
Tops, vehicle; see Vehicle materials.		
Torches, campaign, packed.....	1	2
Tow, in bales, uncompressed.....	2	-----
Same, compressed.....	3	-----
Towers, viz.:		
Fire apparatus, straight or mixed carload, 5,000 lbs. minimum, consisting of small chemical engines, small ladder wagons, hand extinguishers and small force pumps.....	1	-----
Water, parts of fire department apparatus, viz.:		
If at actual weight, knocked down.....	D1	-----
If requiring flat or gondola car, minimum weight 5,000 lbs.....	1	-----
Windmill; see Windmill towers.		
Toys, viz.:		
Banks, iron, boxed, solid cases; same as Hardware, boxed, N O S.		
Blocks, alphabet and building, wood or stone.....	1	-----
Drums, boxed, owner's risk.....	3T1	-----
Furniture, children's, L C L.....	D1	-----
Same, C L, minimum weight 15,000 lbs.....	1	-----
Hobby-horses, not boxed.....	4T1	3T1
Hobby-horses, entirely boxed or crated, L C L.....	D1	-----
Same, C L, minimum weight 15,000 lbs.....	1	-----
Iron, N O S, solid cases.....	2	-----
Sleds or sleighs, children's, in bundles, L C L.....	D1	-----
Same, C L, minimum weight 15,000 lbs.....	1	-----
Trunks.....	1½	-----
Wagons or carriages (dog), children's, L C L.....	D1	-----
Same, C L, minimum weight 15,000 lbs.....	1	-----
Wagons, N O S, set up, L C L.....	D1	-----

	Class.	Class, if Re- leased, (See Rule 5.)
Wagons, N O S, knocked down, packed.....	1	-----
Wagons, N O S, children's, C L, minimum weight 15,000 lbs.....	1	-----
Wax show figures.....	D1	-----
Wheelbarrows, children's, in bundles, L C L.....	D1	-----
Same, C L, minimum weight 15,000 lbs.....	1	-----
Mixed, carloads, minimum weight 15,000 lbs.....	1	-----
N O S.....	1	-----
Tracks, portable railway, iron, wood, or iron and wood combined; see Iron and steel articles.		
Trains, sugar; see Agricultural implements—Mills.		
Traps, viz.:		
Animal, iron or steel; see Iron and steel articles.		
Clay pigeon or glass balls, in bundles, crates or boxes.....	3	5
Fly.....	D1	-----
Mouse and rat.....	1	-----
Sewer gas or grease, viz.:		
Iron; see Iron and steel articles.		
Lead, loose.....	2	3
Lead, in barrels or boxes.....	3	4
Traveling bags; see Bags.		
Trays, brick; see Brick trays.		
Trays, gas, wooden, in packages, L C L.....	2	-----
Same, C L.....	4	-----
Tree labels, wooden; see Labels, tree, wooden.		
Tree nails.....	6	-----
Tree protectors, iron; see Iron and steel articles.		
Trees and shrubbery, viz.:		
Baled, prepaid or guaranteed, L C L.....		1
Same, value limited to 3 cents per lb.....		2
Boxed, prepaid or guaranteed, C L.....		2
Same, value limited to 3 cents per lb.....		4
In bales, boxes or in bulk, owner's risk of loss or damage by heating, freezing or improper pack- ing, and to be loaded and unloaded by owners, prepaid or guaranteed, straight or mixed, C L, minimum weight 20,000 lbs.....		4
Same, value limited to 3 cents per lb.....		6
Evergreen, for decorating purposes, prepaid or guaranteed, in bales, boxes, barrels or crates, L C L.....		1
Same, C L, minimum weight 20,000 lbs.....		4
Plants, strawberry, in baskets, without over-top handles.....		1
Plants, N O S, in bales.....		D1
Same, in covered baskets.....		D1
Same, in boxes or crates.....		1
Tricycles; see Vehicles.		
Tripe; see Meats.		
Tripoli.....	4	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Trough, eave, galvanized iron; see Iron and steel articles.		
Troughs, eave, wooden; see Conductors.		
Troughs, steel, watering; see Iron and steel articles.		
Trucks, viz.:		
Car; see Iron and steel articles.		
Electric motor, L C L-----	5	-----
Same, C L-----	6	-----
Warehouse and factory-----	3	-----
Trunk clamps, metal, in boxes-----	2	-----
Trunk covering, iron or tin, boxed, L C L-----	2	3
Same, C L-----		4
Trunk slats, wooden, twenty-four inches in length or over, two inches wide, one-half inch or more thick, in bundles or crates, L C L-----	4	-----
Same, C L-----	6	-----
Trunks, viz.:		
Corded or wrapped, filled with personal effects--	3T1	1
Corded or wrapped, empty or filled with merchandise-----	1	-----
Not corded or wrapped, filled with merchandise--	D1	-----
Packing, nested-----	1	-----
Sample, empty-----	D1	1
Sample, or other kinds, when containing samples, should take the classification provided for trunks filled with merchandise.		
N O S-----	D1	-----
Tubes, viz.:		
Carbonic acid gas; see Cylinders.		
Iron, for holding of acids; see Iron and steel articles.		
Paper, for winding yarn thereon, boxed; see Cotton and woolen mill machinery.		
Pasteboard, for use in cotton factories, packed---	2	-----
Tubing, iron; see Iron and steel articles.		
Tubs, viz.:		
Bath, not boxed-----	D1	-----
Bath, boxed-----	1	-----
Bath, folding, wrapped, crated-----	1	2
Bath, iron; see Iron and steel articles.		
Bath, nested-----	2	-----
Iron, galvanized; see Iron and steel articles.		
Soapstone-----	1	3
Wash or laundry, iron; see Iron and steel articles.		
Wash or laundry, legs off-----	1	3
N O S; same as Woodenware.		
Tumbler washers; see Washers.		
Tumblers; see Glass and glassware.		
Turf, grass, in bundles or crated, L C L-----		6
Same, C L-----		A
Turnips; see Vegetables.		

	Class.	Class, if Re- leased. (See Rule 5.)
Turn-buckles; see Iron and steel articles.		
Turntables; see Machinery and machines.		
Turpentine, crude, in barrels, L C L-----	5	-----
Same, in barrels, casks or tank cars, C L-----	6	-----
Turpentine, spirits of, viz.:		
NOTE.—Actual weight obtained at shipping point must be charged for on shipments in cans, barrels or casks, or if no scales at shipping point, necessitating use of estimated weight, shipments must be weighed at nearest scale point, and manifests corrected, if necessary, and copy of correction mailed at once to the General Freight Agent.		
On shipments in tank cars, weight will be assessed on shell capacity of tank, multiplied by seven pounds to the gallon.		
In cans, boxed-----	D1	2
In barrels, L C L-----	3	-----
In barrels, casks or tanks, C L-----	6	-----
Tuyeres-----	2	-----
Twine, viz.:		
Binders', packed in bales, L C L-----	3	-----
Same, C L-----	6	-----
Cotton; see Dry goods.		
Paper, when so described on package-----	5	-----
N O S-----	3	-----
Type, boxed-----	2	-----
Type, old, in boxes, barrels or kegs-----	3	-----
Type metal, in pigs-----	4	-----
Typewriters, boxed-----	D1	1
U		
Ultramarine blue, in boxes-----		2
Same, in barrels or casks-----		4
Umbrellas, boxed-----	1	-----
Urns, iron; see Iron and steel articles.		
V		
Valves, iron, with brass lining, not packed-----		3
Valves, metal, boxed-----	2	-----
Valves, metal, in barrels, kegs or casks-----	3	-----
Varnish, viz.:		
In cans, not boxed-----	1	-----
Same, boxed-----	2	-----
In bags, casks or kegs, L C L-----	3	-----
Same, C L-----	4	-----
Vaseline, in glass, packed-----	1	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Vaseline, in cans, packed.....	2	-----
Vats, wooden; same as Tanks, wooden.		
Vaults and vault work; see Iron and steel articles.		
Vegetables, desiccated.....	4	-----
Vegetables, in cans, L C L.....	4	-----
Same, C L.....	5	-----
Vegetables, not canned or desiccated, viz.:		
NOTE.—Mixed carloads of apples, beets, cabbage, carrots, onions, potatoes and turnips may be taken at the same rate as straight carloads of either article.		
Beets, in barrels.....	3	6
Same, in crates, boxes or in bulk, C L.....		6
Cabbage, packed, L C L.....	3	6
Same, in barrels, crates, boxes or in bulk, C L.....		6
Carrots, in barrels.....	3	6
Same, in crates, boxes or in bulk, C L.....		6
Onions, in sacks, L C L.....	3	5
Same, in barrels or crates, L C L.....	3	6
Same, in barrels, crates, boxes, sacks or in bulk, C L.....		6
Potatoes, in crates or sacks, L C L.....	3	5
Same, in barrels, actual weight, L C L.....	3	6
Same, in barrels, crates, boxes, sacks or in bulk, C L.....		6
Turnips, L C L.....	3	6
Same, in barrels, crates, boxes or in bulk, C L.....		6
N O S, prepaid or guaranteed.....		3
NOTE.—When vegetables are shipped during cold weather and stoves and fuel are furnished by shipper, one man will be billed in charge of the car to care for fire and property, but he must provide himself with a first-class ticket. Stoves returned will be charged for at regular rates.		
Vegetole (a compound of lard), packed in cases, tubs, half-barrels, barrels or tierces.....		B
VEHICLES, viz.:		
Automobiles or horseless vehicles will take the same rating as apply on similar vehicles drawn by horses or other animals.		
Barrows, furnace-charging, viz.:		
Set up, L C L.....	3	-----
Wheels and movable iron parts detached, L C L.....	4	-----
Same, C L.....	6	-----

	Class.	Class, if Re- leased. (See Rule 5.)
Bicycles, tricycles or velocipedes, viz.:		
With handle-bars, saddles, pedals and wheels removed, boxed, L C L-----	1	-----
Same, crated, L C L-----	1½	-----
Set up, boxed, L C L-----	1½	-----
Same, crated-----	D1	-----
Bicycles, tricycles or velocipedes, C L-----	3	-----
Velocipedes, railroad-----	1	-----
Bicycles, tricycles or velocipedes, L C L, not taken unless boxed or crated.		
Brick trucks and clay carts, manufactured of iron and wood, for use on portable railway trucks, viz.:		
Set up, L C L-----		4
Smaller parts, boxed, L C L-----		5
Set up or knocked down, C L-----		6
Cars, viz.:		
Cane; same as Cars, logging or mining.		
Coke or larries; same as Cars, logging or mining.		
Logging or mining, set up, L C L-----		4
Logging or mining, smaller parts boxed, L C L-----		5
Logging or mining, set up or knocked down, C L-----		6
Street or tramway (operated either by steam, cable, horse or electric power), single-----	D1	-----
Same, C L, two or more on a car, minimum weight 20,000 lbs., subject to Rule 22-C-----	5	-----
Carriages, buggies and trotting wagons, viz.:		
Set up, L C L-----	4T1	3T1
Knocked down, boxed or well crated, package exceeding 50 inches in height, L C L-----	3T1	D1
Same, package exceeding 30 inches, but not exceeding 50 inches in height, L C L-----	D1	1½
Same, package not exceeding 30 inches in height, L C L-----	D1	1
Boxed or well crated, C L, minimum weight 8,000 lbs-----	1	2
Loose, C L, minimum weight 15,000 lbs-----	3	4
Carriages and wagons; children's, viz.:		
Set up, not boxed-----	3T1	-----
Same, boxed-----	D1	-----
Knocked down, in boxes, bundles or crates-----	1	-----
Carts, viz.:		
Barrel, wheels and shafts detached and crated, L C L-----	2	4
Same, C L-----	4	6
Clay, for use on portable railways; see Brick trucks.		
Farm and lumber; see Wagons.		
Road, K D, wrapped, L C L, not boxed or crated, not taken.		

	Class.	Class. if Re- leased. (See Rule 5.)
Road, village or pleasure; same as Carriages, buggies and trotting wagons.		
Drays; same as Wagons, farm.		
Fire extinguishers on wheels (not steam fire engines, hose reels, etc.); see Extinguishers.		
Gigs and sulkies; same as Carriages, buggies and trotting wagons.		
Hearses, single.....	4T1	3T1
Hose reels and hook and ladder trucks; same as Carriages, buggies and trotting wagons.		
Oil tank wagons, viz.:		
Knocked down.....	1	-----
Requiring flat or gondola cars, minimum weight 4,000 lbs. each.....	1	-----
N O S, minimum weight 3,000 lbs. each.....	1	-----
Omnibuses, single.....	4T1	3T1
Omnibuses, C L, two or more on a car, minimum weight 20,000 lbs.....	5	-----
Sleds, log; see Wagons, farm.		
Sleighs; same as Carriages, buggies and trotting wagons.		
Stage coaches, single.....	4T1	3T1
Street sprinkling wagons, set up, loaded on flat cars, minimum weight 4,000 lbs.....	D1	1
Same, knocked down, loaded in box cars, actual weight.....		1½
Same, C L, minimum weight 20,000 lbs.....		1
Velocipedes, bicycle or tricycle parts; see Vehicle materials.		
Wagons or wagonettes, N O S; same as Carriages, buggies and trotting wagons.		
Wagons, mining; see Cars, logging and mining.		
Wagons and carts, farm or lumber, viz.:		
NOTE.—The classification of "Wagons and carts, farm or lumber," is intended only to apply on rough, cheap farm or lumber wagons and carts, with or without springs, and is not intended for buggies or varnished pleasure or business wagons, for which provision is made in the foregoing.		
Set up, L C L.....	D1	1½
Taken apart and thoroughly knocked down, L C L.....	3	4
Set up or knocked down, C L, minimum weight 20,000 lbs.....	4	6
VEHICLE MATERIALS and parts of vehicles, viz.:		
Bodies, finished, carriage, buggy, trotting wagon and wagon; same as Carriage, buggy, trotting wagons and wagons, respectively.		

	Class.	Class, if Re- leased. (See Rule 5.)
Bodies, unfinished; see Wheels.		
Box rods, wagon, in bundles; see Iron and steel articles.		
Boxes and skeins, iron; see Iron and steel articles.		
Boxes and skeins, iron, shipped on axles; see Iron and steel articles.		
Brakes, wagon, iron; see Iron and steel articles.		
Brake rachets, wagon, iron; see Iron and steel articles.		
Dashers, buggy, boxed or crated.....	1	-----
Fifth wheels, viz.:		
Loose or tied in bundles or boxes.....	2	-----
Packed in barrels, casks or kegs.....	5	-----
Gears, platform wagon, in the white, without springs or axles, L C L.....	2	-----
Mining car material, L C L.....	5	-----
Same, C L.....	6	-----
Running gears, viz.:		
Singletrees, in bundles, parts of farm wagons, or to be used for Agricultural purposes, L C L.....	3	4
Same, C L.....	4	6
Speeding, training, phaeton, village, road cart or spring wagon.....	D1	-----
Same, K D, boxed or well crated, package not exceeding 30 inches in height.....	1	-----
Ironed and in the white, in bundles or crates, set up.....	1½	-----
Ironed and in the white, in bundles or crates, knocked down, not exceeding 30 inches in height.....	1	-----
Seat awnings and aprons, wagon, not leather, knocked down flat.....	2	-----
Seats, carriage, buggy and wagon.....	2	-----
Shafts and poles, carriage and buggy, fully wrapped, shipped separate from vehicles.....	D1	-----
Shafts, poles and wheels, parts of farm or lumber wagons, L C L.....	3	4
Same, C L.....	4	6
Shafts, bows, felloes, singletrees, spokes, hubs and rims, wood, unfinished, L C L.....	4	5
Same, C L.....	5	6
Singletrees and doubletrees, viz.:		
Finished, boxed, crated or in bundles.....	2	-----
Ironed and partly finished, boxed or crated.....	4	-----
Ironed and partly finished, in bundles.....	4	-----
Same, C L.....	6	-----
Wooden or iron, in bundles, parts of farm wagons or to be used for agricultural purposes, L C L.....	3	4
Same, C L.....	4	6
Spokes, finished.....		2

	Class.	Class, if Re- leased. (See Rule 5.)
Springs, seat and carriage, iron; see Iron and steel articles.		
Street car platforms, with or without sheet iron fronts attached.....	2	-----
Tires, wagon; see Iron and steel articles.		
Tops, carriage and buggy, viz.:		
Set up, boxed or crated.....	3T1	-----
Knocked down flat, folded or wrapped.....	D1	-----
Same, boxed or crated.....	1½	2
Velocipede, bicycle or tricycle rims, or other parts		
N O S, in packages.....	1	-----
Wheels, carriage and wagon, finished, in crates or bundles (loose, not taken), L C L.....	2	-----
Wheels, iron or steel, for farm wagons, L C L.....	3	4
Same, minimum weight 24,000 lbs., C L.....	4	6
Wheels and bodies, unfinished, L C L.....	3	-----
Same, C L, minimum weight 15,000 lbs.....	5	-----
Wagon parts, wood, unpainted, N O S, knocked down and packed in crates or bundles.....	5	-----
Velocipedes; see Vehicles.		
Velvet beans; see Beans.		
Veneering, not boxed.....	D1	-----
Same, boxed.....	1	-----
Veneering (manufactured of poplar pine or other soft woods, to be used as wrapping or packing material to prevent chafing or damage to shipments), L C L.....	4	-----
Same (to points governed by Southern Freight Classification), C L, Lumber rates.		
Vermicelli; see Macaroni.		
Vinegar, viz.:		
In wood.....	4	5
Same, prepaid.....	5	6
N O S.....	1	2
Vinegar shavings or chips, in bags.....	5	-----
Vises, iron; see Iron and steel articles.		
Vitriol; see Zinc, sulphate of.		
Vitriol, blue; see Bluestone.		
Vitriol, oil of, in carboys, fully protected, L C L.....		1
Same, C L.....		3
Vitriol, oil of, in iron drums, L C L.....	3	5
Same, C L.....	3	6
W		
Wadding.....	D1	-----
Wagon jacks; see Jack screws.		
Wagons; see Vehicles.		
Wainscoting; see Woodwork.		
Wall cases; see Furniture.		

	Class.	Class, if Re- leased. (See Rule 5.)
Wall finish, viz.:		
Alabastine, anti-kalsomine, gypsine, kalsomine, lime (liquid), muraline and muresco, in kegs, barrels or boxes.....	6	-----
Walnuts; see Nuts.		
Wardrobes; see Furniture.		
Warp; see Dry goods.		
Washboards, L C L.....	3	-----
Same, C L, minimum weight 12,000 lbs.....	5	-----
Washboards, clothes props and clothes pins, mixed C L, minimum weight 12,000 lbs.....	5	-----
Washboards, mixed with butter dishes, clothes pins, etc.; see Woodenware.		
Washers, lead, in boxes.....	4	-----
Washers, iron; see Iron and steel articles.		
Washers, tumbler, fully boxed.....	3T1	1
Washing or scouring compounds (not soap powders).....	4	-----
Washing crystals.....	4	-----
Washing fluid, in carboys, boxed.....		1
Washstands; see Furniture.		
Waste, viz.:		
Cotton; see Dry goods.		
Woolen, jute or taling, in bags or sacks.....	2	-----
Same, in crates.....	3	-----
Same, pressed in bales.....	4	-----
Water, viz.:		
Aerated (such as moxie); same as Water, mineral.		
Ammonia; see Ammonia, aqua.		
Mineral, in glass or stone, packed, L C L.....	3	4
Same, C L.....	5	6
Mineral, in wood, L C L.....	4	5
Same, C L.....	5	6
Water-closets, iron; see Iron and steel articles.		
Water-closet cisterns, iron; see Iron and steel arti- cles.		
Water-closet tanks and seats, wooden, crated or boxed.....		3
Water coolers and filters; see Filters.		
Water cranes; see Cranes, water.		
Water gates, iron; see Iron and steel articles.		
Water heaters, feed; see Radiators and heaters.		
Water meter boxes; see Meter boxes, water.		
Wax, viz.:		
Bees.....	1	-----
Paraffine.....	3	-----
Sealing, fruit, can or jar.....	3	-----
N O S.....	1	-----
Wax comb foundation; same as Bee comb founda- tion.		
Wax extractors, crated.....	1	-----
Wax figures; see Images.		

	Class.	Class, if Re- leased. (See Rule 5.)
Webbing, backband; see Dry goods.		
Webbing, cotton; see Dry goods.		
Wedges; see Iron and steel articles.		
Weighing machines; see Machinery and machines.		
Weights, folding bed; see Iron and steel articles.		
Well curbing.....	2	-----
Whalebone.....	1	-----
Wheat, N O S; same as Grain.		
Wheat, cracked, viz.:		
In sacks.....	5	-----
Same, in boxes, barrels, kegs or drums.....	6	-----
Wheelbarrows, viz.:		
Wood, set up, L C L.....	1 1/2	-----
Iron, set up, L C L.....	3	-----
Iron or wood, with legs on sides, packed separately or in trays, L C L.....	3	-----
Iron or wood, knocked down flat, legs, wheels and handles detached and fastened to barrows, L C L.....	3	-----
Iron or wood, knocked down flat, trays nested and strapped, racked or boxed, L C L.....	4	-----
Iron or wood, knocked down, trays nested and strapped, wheels and handles packed separately, L C L.....	4	-----
Iron or wood, C L, minimum weight 20,000 lbs.....	6	-----
Wheel flanges; see Iron and steel articles.		
Wheels, viz.:		
Agricultural implement, iron; see Agricultural implements.		
Car; see Iron and steel articles.		
Iron or steel, for farm wagons; see Vehicle material.		
Pulley; see Machinery and machines.		
Vehicle; see Vehicle materials.		
Water; see Machinery and machines.		
Well; see Iron and steel articles.		
Whetstones, sand, packed.....	3	-----
Whetstones, sand, when shipped with grindstones, and together therewith making a full carload.....	6	A
Whips.....	1	-----
Whisky; see Liquors.		
White lead; see Lead, white.		
Whiting, viz.:		
In boxes.....	3	-----
In barrels.....	6	-----
N O S.....	5	-----
Wicking; see Dry goods.		
Willow reeds; see Reeds.		
Willowware.....	D1	-----
Willowware baskets; see Baskets.		
Windlasses, iron; see Iron and steel articles.		

	Class.	Class, if Re- leased. (See Rule 5.)
Windmills, K D, in bundles or boxed.....	-----	3
Windmill towers, K D, or materials for (described as such), cut to dimensions or fitted, L C L.....	-----	3
Same, C L.....	-----	5
Window casings; see Woodwork.		
Window shades and rollers.....	1	-----
Window shade cloth and hollandes; see Dry goods.		
Window sills, slate; see Slate.		
Wine; see Liquors, alcoholic.		
Wines, high; see Liquors, alcoholic.		
Wire, viz.:		
Iron or steel, except fence, on reels or in coils, L C L.....	4	-----
Same, C L.....	6	-----
Iron or steel, woven, in rolls, O R of wet and rust, L C L.....	2	-----
Same, C L.....	4	-----
Copper, L C L.....	1	-----
Same, C L.....	3	-----
Insulated, L C L.....	1	-----
Same, C L.....	3	-----
Mattress and bed spring, iron or steel, O R of wet and rust, in coils, barrels or casks, released.....	6	-----
N O S.....	1	-----
Wire, cable; see Cable.		
Wire, cloth, in boxes, casks, crates or rolls, L C L.....	2	-----
Same, C L.....	6	-----
Wire cork fasteners, see Fasteners.		
Wire fence staples; see Iron and steel articles.		
Wire fencing, not woven.....	5	-----
Wire fencing, combination of wood and iron.....	5	-----
Wire, field fencing, woven, in rolls; see Iron and steel articles.		
Wire mattresses; see Furniture.		
Wire rope; see Rope.		
Wire screens; see Screens.		
Wire springs; see Springs.		
Wire, steel stay guards for fence wire; same as Wire fence.		
Wire work, woven, table, toilet and household arti- cles, boxed or crated.....	D1	1
Wire work, racks, stands, vases, signs and figures, boxed or crated.....	3T1	D1
Same, knocked down flat, boxed or crated.....	D1	1
Wire goods, N O S, boxed.....	1	-----
Wood, viz.:		
Cedar, in shape for lead pencils, packed, L C L.....	3	-----
Same, C L.....	5	-----
Dye; see Dyewood.		
Wood filler, liquid, in cans or pails, securely covered and crated or boxed, or packed in barrels or casks.....	4	5

	Class.	Class, if Re- leased. (See Rule 5.)
Wooden barrel followers or presses; see Barrel fol- lowers.		
Wooden blocks, butchers'; see Blocks.		
Wooden buckets, pails, tubs and firkins, C L; mini- mum weight 12,000 lbs.	5	
Wooden butter dishes or plates; same as Plates, wooden.		
Wooden butter dishes, clothes pins and wooden washboards, in mixed carloads, minimum weight 12,000 lbs.		5
Wooden covers; see Covers.		
Wooden packing drums; see Drums, wooden pack- ing.		
Wooden paving blocks; see Blocks, paving, wooden.		
Wooden screws; see Screws.		
Wooden skewers, butchers'; see Skewers.		
Wooden trays; same as Wooden dishes.		
Woodenware, N O S (not willowware)	1	3
Woodenware, when C L commodity rates are pro- vided, minimum weight 12,000 lbs.		
Wooden well buckets, C L, 12,000 lbs. minimum	5	
Woodwork, viz.:		
Balusters, wainscoting, stairwork, paneling, win- dow casings, all of oak or other hard woods, for inside finish of houses, in bundles, crates or boxes, L C L	2	4
Same, C L	4	6
Cornice, wooden, for windows, doors or inside fin- ish, L C L	2	
Same, C L, minimum weight 20,000 lbs.	4	
Cornice, wooden, for outside finish; see Mould- ings, wooden.		
Wool, viz.:		
Mineral	3	5
N O S, in bags	1	
N O S, in bags, two or more securely corded together, or pressed in bales.	3	
Wool softener; see Softener.		
Woolen goods; see Dry goods.		
Woolen goods, mixed with cotton goods; see Dry goods.		
Wrenches; see Iron and steel articles.		
Wringers, clothes, not packed	D1	
Same, packed	2	
Y		
Yachts, steam; see Boats.		
Yarns; see Dry goods.		
Yeast, in wood	3	
Yeast cakes, in boxes	3	

	Class.	Class, if Re- leased. (See Rule 5.)
Yeast powders; see Powders.		
Yellow metal, copper and zinc combination, in sheets or plates, boxed or crated.....	2	-----
Yokes.....	1	-----
Z		
Zinc, viz.:		
In sheets or rolls.....	4	-----
In casks.....	4	-----
In blocks or pigs, L C L.....	5	-----
Same, C L.....	6	-----
Zinc and copper composition; see Yellow metal.		
Zinc chloride, dry.....		1
Zinc chloride, in glass, jugs or carboys, packed.....		1
Same, in barrels or kegs.....		4
Zinc, chloride of, N O S, L C L.....	4	-----
Same C L.....	6	-----
Zinc cornices; see Cornices.		
Zinc dust, in cakes or barrels.....	6	-----
Zinc ore; see Ore.		
Zinc oxide.....	5	-----
Zinc paints; see Paints.		
Zinc, sulphate of, in boxes or kegs.....		2
Same, in barrels or casks.....		4
Zincs, battery, in boxes or barrels, L C L.....	3	-----
Same, C L.....	6	-----

Approved:

S. D. McNAIR, *President;*

R. L. BRADLEY, *Commissioner.*

J. C. KINCANNON, *Commissioner.*

T. R. MAXWELL, *Secretary.*

ILLINOIS CENTRAL RAILROAD COMPANY.

(Southern Lines.)

A 1030.

(Cancels Mississippi 277-A, Effective June 26, 1897, also Tariffs
A 3636, B 3679 and B 3680.)

FREIGHT TARIFF

Applying between Stations in Mississippi on

ILLINOIS CENTRAL RAILROAD

As follows, except as provided in Note 1, page 6: Between Main
Line Stations, Michigan City to Osyka, inclusive; between
Grenada District Stations, Grenada to Horn Lake,
inclusive; between Main Line and Grenada
District Stations, as above described.

Governed by the Illinois Central R. R. Classification B 304, or sub-
sequent issues, with exceptions published in Illinois Cen-
tral R. R. Local Classification A 309 or subse-
quent issues, except as specified herein.

(Re-issue of Rates authorized by the Railroad Commissioners of
the State of Mississippi.)

Issued Feb. 25, 1903.

Effective March 1, 1903.

ILLINOIS CENTRAL RAILROAD, STATE DISTANCE TARIFF.
TABLE A.

DISTANCES,	CLASS RATES.																		
	In Cents Per One Hundred Pounds.																		
	In Cents Per 100 Lbs.																		
	Per Ton																		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
5 miles and under.....	20	16	13	11	9	8	10	11	11	5	9	13	18	8	5	5	3	3	75
10 miles and over 5 miles.....	25	20	16	13	11	9	10	13	12	5	11	16	18	9	6	5	3	3	75
15 miles and over 10 miles.....	30	24	20	16	14	12	11	14	14	6	14	20	20	12	9	5	3	3	80
20 miles and over 15 miles.....	32	26	22	18	16	14	12	15	16	7	16	22	22	14	11	5	3	3	80
25 miles and over 20 miles.....	36	29	24	20	18	16	13	15	17	8	18	24	23	16	13	5	3	3	80
30 miles and over 25 miles.....	39	31	26	21	19	17	13	16	18	8	19	26	24	17	14	5	4	3	1 00
35 miles and over 30 miles.....	42	34	28	23	20	18	14	17	19	9	20	28	25	18	15	6	4	3	1 05
40 miles and over 35 miles.....	45	36	30	25	21	19	14	17	20	9	21	30	26	19	16	6	4	3	1 10
45 miles and over 40 miles.....	48	38	31	26	22	20	15	18	21	9	22	31	27	20	17	6	4	3	1 15
50 miles and over 45 miles.....	50	40	33	27	23	21	15	19	22	9	23	33	28	21	18	6	5	3	1 20
55 miles and over 50 miles.....	52	42	34	28	24	22	16	20	23	10	24	34	28	22	19	7	5	3	1 25
60 miles and over 55 miles.....	52	42	34	28	24	22	16	21	23	10	24	34	29	22	19	7	5	3	1 25
65 miles and over 60 miles.....	54	43	35	29	25	22	16	22	23	10	25	35	29	22	19	7	5	3	1 30
70 miles and over 65 miles.....	54	43	35	29	25	22	17	22	23	11	25	35	30	22	19	7	5	3	1 35
75 miles and over 70 miles.....	56	45	37	31	26	23	17	23	24	11	26	37	31	23	20	7	6	4	1 35
80 miles and over 75 miles.....	56	45	37	31	26	23	17	24	24	11	26	37	32	23	20	8	6	4	1 40
85 miles and over 80 miles.....	58	46	38	32	27	24	18	25	25	12	27	38	33	24	21	8	6	4	1 40
90 miles and over 85 miles.....	58	46	38	32	27	24	18	27	25	12	27	38	34	24	21	9	7	4	1 40
95 miles and over 90 miles.....	60	48	39	33	28	25	18	28	25	12	28	39	35	25	22	9	7	5	1 45
100 miles and over 95 miles.....	60	48	39	33	28	25	19	29	25	13	28	39	35	25	22	9	7	5	1 45

110 miles and over 100 miles.....	62	50	41	34	29	26	19	30	26	13	29	41	36	26	23	10	7½	5½	1 50
120 miles and over 110 miles.....	64	51	42	35	30	26	19	31	27	13	30	42	36	26	23	10½	7½	6	1 55
130 miles and over 120 miles.....	66	53	43	36	31	27	20	32	27	14	31	43	37	27	24	10½	8	6½	1 60
140 miles and over 130 miles.....	68	54	44	37	32	28	20	33	28	14	32	44	38	28	25	11	8½	7	1 65
150 miles and over 140 miles.....	70	56	46	38	33	29	20	34	29	14	33	46	39	29	26	11½	8½	7½	1 70
160 miles and over 150 miles.....	72	58	48	39	34	30	22	34	29	15	34	48	39	30	27	12	8½	8	1 75
170 miles and over 160 miles.....	74	59	49	40	35	31	22	35	30	15	35	49	40	31	28	12½	9	8½	1 80
175 miles and over 170 miles.....	75	60	50	41	35	31	22	35	31	15	35	50	41	31	28	13	9½	9	1 90
180 miles and over 175 miles.....	75	60	50	41	35	31	24	35	31	16	35	50	41	31	28	13	9½	9	1 90
190 miles and over 180 miles.....	76	61	50	42	36	32	24	37	31	16	36	50	42	32	29	13½	9½	9	1 95
200 miles and over 190 miles.....	77	62	51	43	36	32	24	39	32	16	36	51	43	32	29	14	10	10	2 00
210 miles and over 200 miles.....	78	62	51	43	37	33	27	40	32	17	37	51	44	33	30	14½	10	10½	2 05
220 miles and over 210 miles.....	79	63	52	44	37	33	27	41	32	17	37	52	45	33	30	15	10½	11	2 05
225 miles and over 220 miles.....	80	64	52	44	38	33	27	42	33	17	38	52	46	33	30	16	10½	11½	2 10
230 miles and over 225 miles.....	80	64	52	44	38	33	27	42	33	17	38	52	46	33	30	16	10½	11½	2 10
240 miles and over 230 miles.....	81	65	53	45	38	34	27	43	33	17	38	53	47	34	31	17	11	12	2 10
250 miles and over 240 miles.....	82	66	54	45	39	34	27	44	33	17	39	54	48	34	31	17½	11	12½	2 20
260 miles and over 250 miles.....	82	66	54	45	39	34	29	45	33	19	39	54	49	34	31	18	11½	12½	2 40
270 miles and over 260 miles.....	83	66	54	46	39	34	29	45	34	19	39	54	49	34	31	18½	11½	13	2 40
280 miles and over 270 miles.....	83	66	54	46	39	34	29	45	34	19	39	54	50	34	31	18½	12	13	2 60
290 miles and over 280 miles.....	84	67	55	46	40	35	29	45	34	19	40	55	50	35	32	19	12	13½	2 60
300 miles and over 290 miles.....	85	68	56	47	40	35	29	46	34	19	40	56	51	35	32	20	12½	14	2 80

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ILLINOIS CENTRAL RAILROAD, STATE DISTANCE TARIFF.

TABLE A—Continued.

COMMODITY RATES.																
In Cents Per Hundred Pounds, Except as Otherwise Shown.																
DISTANCES.	Brick, Common.		Cotton, per bale of 500 lbs.	Cotton Seed, Min. Wt. 24,000 lbs.	Cotton Seed, for planting, any quantity.	Native Corn. (Note 2.)	Flour, in Sacks, any quantity.	Hay.	Live Stock (Note 3).				Lumber, Lath and Shingles, Min. Wt. 24,000 lbs.	Oil, Fuel, in tank cars (Note 4.)		
	CL	LCL							CL	CL	CL	CL			CL	LCL
5 miles and under.....	2	3	50	4	5	4	9	5	8 00	10 00	3	4 ½	6			
10 miles and over 5 miles.....	2	3	50	4	5	4	9	5	8 00	12 00	3	4 ½	6			
15 miles and over 10 miles.....	2	3 ½	55	5	6	5	10	6	10 00	15 00	3	4 ½	6			
20 miles and over 15 miles.....	2 ½	3 ½	65	5	7	5	11	7	12 00	15 00	3 ½	5 ½	6			
25 miles and over 20 miles.....	3	4 ½	70	5	7	6	11 ½	8	13 00	18 00	3 ½	5 ½	6			
30 miles and over 25 miles.....	3	4 ½	75	5	8	7	12	8	14 00	18 00	3 ½	5 ½	6			
35 miles and over 30 miles.....	3	4 ½	80	6	9	8	12 ½	9	15 00	21 00	4	6	6			
40 miles and over 35 miles.....	3	4 ½	85	6	9	8	13	9	16 00	21 00	4	6	6			
45 miles and over 40 miles.....	3	4 ½	90	7	9	8	13 ½	9	17 00	22 00	4	6 ½	7			
50 miles and over 45 miles.....	3	4 ½	95	7	9	8	14	9	17 00	22 00	4 ½	6 ½	7			
55 miles and over 50 miles.....	4	6	1 00	8	9	9	14	10	18 00	24 00	4 ½	6 ½	7			
60 miles and over 55 miles.....	4	6	1 05	8	10	9	14 ½	10	19 00	24 00	5	7 ½	7 ½			
65 miles and over 60 miles.....	4	6	1 05	8	10	10	14 ½	10	20 00	26 00	5	7 ½	7 ½			
70 miles and over 65 miles.....	4	6	1 10	8	10	10	15	11	21 00	26 00	5 ½	7 ½	7 ½			
75 miles and over 70 miles.....	4	6	1 10	8	10	11	15 ½	11	22 00	27 00	5 ½	8 ½	7 ½			
80 miles and over 75 miles.....	4	6	1 15	8	10	11	16	11	23 00	27 00	5 ½	8 ½	7 ½			

85 miles and over	80 miles.	4	6	1 15	8	11	12	16½	24 00	28 00	5½	8½	8
90 miles and over	85 miles.	4	6	1 20	8	11	12	17	24 00	28 00	5½	8½	8
95 miles and over	90 miles.	4	6	1 25	8	11	12	17½	24 00	29 00	5½	8½	8
100 miles and over	95 miles.	4½	6½	1 30	8	11	12	18	24 00	29 00	6	9	8
110 miles and over	100 miles.	4½	6½	1 35	9	12	13	18½	25 00	30 00	6	9	8½
120 miles and over	110 miles.	4½	6½	1 40	9	12	13	19	25 00	31 00	6	9	8½
125 miles and over	120 miles.	4½	6½	1 45	9	12	13	19½	25 00	32 00	6	9	9
130 miles and over	125 miles.	4½	6½	1 50	10	13	14	20	26 00	33 00	7	10½	9
140 miles and over	130 miles.	5	7½	1 55	11	13	14	20½	26 00	34 00	7½	11½	9
150 miles and over	140 miles.	5	7½	1 60	11	13	14	21	27 00	35 00	7½	11½	9½
160 miles and over	150 miles.	5	7½	1 65	11	14	15	21½	27 00	36 00	8	12	9½
170 miles and over	160 miles.	5	7½	1 70	11	14	15	22	29 00	37 00	8	12	10
180 miles and over	170 miles.	6	9	1 75	12	15	15	22½	29 00	38 00	8½	12½	10
190 miles and over	180 miles.	6	9	1 80	12	15	15	23	31 00	39 00	8½	12½	10½
200 miles and over	190 miles.	6	9	1 85	12	15	15	23½	31 00	40 00	8½	12½	10½
210 miles and over	200 miles.	6½	9½	1 90	12	15	15	24	31 00	42 00	8½	12½	12
220 miles and over	210 miles.	6½	9½	1 95	12	15	15	24½	31 00	42 00	8½	12½	12
225 miles and over	220 miles.	6½	9½	2 00	12	15	15	25	31 00	44 00	8½	12½	12
230 miles and over	225 miles.	6½	9½	2 05	12	15	15	25½	33 00	46 00	9	13½	12
240 miles and over	230 miles.	6½	9½	2 10	12	15	15	26	33 00	48 00	9	13½	12
250 miles and over	240 miles.	7	10½	2 15	12	15	15	26½	33 00	48 00	10	15	12
260 miles and over	250 miles.	7	10½	2 20	12	15	15	27	33 00	50 00	10	15	12
270 miles and over	260 miles.	7	10½	2 25	12	15	15	27½	33 00	52 00	10	15	12
275 miles and over	270 miles.	7½	11½	2 30	12	15	15	28	33 00				
280 miles and over	275 miles.	7½	11½	2 35	12	15	15	28½	33 00				
290 miles and over	280 miles.	7½	11½	2 40	12	15	15	29	33 00				
300 miles and over	290 miles.	7½	11½	2 45	12	15	15	29½	33 00				

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ILLINOIS CENTRAL RAILROAD, STATE DISTANCE TARIFF.
TABLE B.

DISTANCES.	CLASS RATES.																			Per Ton 2,000 Lbs.
	In Cents Per One Hundred Pounds.															In Cents Per 100 Lbs.				
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	
5 miles and under.....	18	14	12	10	8	7	9	10	10	4½	8	12	16	7	4½	4½	3	3	68	
10 miles and over 5 miles.....	22½	18	14	12	10	8	9	12	11	4½	10	14	16	8	5	4½	3	3	68	
15 miles and over 10 miles.....	27	22	18	14	13	11	10	13	13	5	13	18	18	11	8	5	3	3	72	
20 miles and over 15 miles.....	29	23	20	16	14	13	11	13½	14	6	14	20	20	13	10	5	3	3	81	
25 miles and over 20 miles.....	32	26	22	18	16	14	12	13½	15	7	16	22	21	14	12	5	3	3	90	
30 miles and over 25 miles.....	35	28	23	19	17	15	12	14	16	7	17	23	22	15	13	5	4	3	95	
35 miles and over 30 miles.....	38	31	25	21	18	16	13	15	17	8	18	25	22½	16	13½	5	4	3	99	
40 miles and over 35 miles.....	40½	32	27	22½	19	17	13	15	18	8	19	27	23	17	14	5	4	3	1 04	
45 miles and over 40 miles.....	43	34	28	23	20	18	13½	16	19	8	20	28	24	18	15	6	4	3	1 06	
50 miles and over 45 miles.....	44	36	29	24	20	19	13½	17	20	8	20	29	24	19	16	6	4½	3	1 06	
55 miles and over 50 miles.....	44	36	29	24	20	19	14	17	20	8½	20	29	24	19	16	6	5	3	1 06	
60 miles and over 55 miles.....	44	36	29	24	20	19	14	18	20	8½	20	29	25	19	16	6	5	3	1 11	
65 miles and over 60 miles.....	46	37	30	25	21	19	14	19	20	8½	21	30	25	19	16	6	5	3	1 11	
70 miles and over 65 miles.....	46	37	30	25	21	19	14	19	20	9	21	30	25½	19	16	7	5	3	1 15	
75 miles and over 70 miles.....	48	38	31	26	22	20	14	20	20	9	22	31	26	20	17	7	5	3	1 15	
80 miles and over 75 miles.....	48	38	31	26	22	20	14	20	20	9	22	31	27	20	17	7	6	3	1 19	
85 miles and over 80 miles.....	49	39	32	27	23	20	15	21	21	10	23	32	28	20	18	8	6	4	1 19	
90 miles and over 85 miles.....	49	39	32	27	23	20	15	23	21	10	23	32	29	20	18	8	6	4	1 19	
95 miles and over 90 miles.....	51	41	33	28	24	21	15	24	21	10	24	33	30	21	19	8	6	4	1 23	
100 miles and over 95 miles.....	51	41	33	28	24	21	16	25	21	11	24	33	30	21	19	8	6	4	1 23	

110 miles and over 100 miles.	53	42½	35	29	25	22	16	25½	22	11	25	35	31	22	20	8½	6	5	1 28
120 miles and over 110 miles.	54	43	36	30	25½	22	16	26	23	11	26	36	31	22	20	9	6	5	1 32
130 miles and over 120 miles.	56	45	37	30	26	23	16	27	23	11	26	37	31	23	20	9	7	6	1 36
140 miles and over 130 miles.	56	45	37	30	26	23	16	27	23	11	26	37	31	23	21	9	7	6	1 36
150 miles and over 140 miles.	56	45	37	30	26	23	16	27	23	11	26	37	31	23	21	9½	7	6	1 36
160 miles and over 150 miles.	58	46	38	31	27	24	18	27	23	12	27	38	31	24	22	10	7	6	1 40
170 miles and over 160 miles.	59	47	39	32	28	25	18	28	24	12	28	39	32	25	22	10	7	7	1 44
175 miles and over 170 miles.	60	48	40	33	28	25	18	28	25	12	28	40	33	25	22	10	8	7	1 52
180 miles and over 175 miles.	60	48	40	33	28	25	19	28	25	13	28	40	33	25	22	10	8	7	1 52
190 miles and over 180 miles.	61	49	40	34	29	26	19	30	25	13	29	40	34	26	23	11	8	8	1 56
200 miles and over 190 miles.	62	50	41	34	29	26	19	31	26	13	29	41	34	26	23	11	8	8	1 60
210 miles and over 200 miles.	62	50	41	34	30	26	21	32	26	14	30	41	35	26	24	12	8	8	1 64
220 miles and over 210 miles.	63	50	42	35	30	26	22	33	26	14	30	42	36	26	24	12	8	9	1 64
225 miles and over 220 miles.	64	51	42	35	30	26	22	34	26	14	30	42	37	26	24	13	8	9	1 68
230 miles and over 225 miles.	64	51	42	35	30	26	22	34	26	14	30	42	37	26	24	13	8	9	1 68
240 miles and over 230 miles.	65	52	42	36	30	27	22	34	26	14	30	42	38	27	25	14	9	10	1 68
250 miles and over 240 miles.	66	53	43	36	31	27	22	35	26	14	31	43	38	27	25	14	9	10	1 76
260 miles and over 250 miles.	66	53	43	36	31	27	23	36	26	15	31	43	39	27	25	14	9	10	1 92
270 miles and over 260 miles.	66	53	43	37	31	27	23	36	27	15	31	43	39	27	25	15	9	10	1 92
280 miles and over 270 miles.	66	53	43	37	31	27	23	36	27	15	31	43	40	27	25	15	10	10	2 08
290 miles and over 280 miles.	67	54	44	37	32	28	23	36	27	15	32	44	40	27	26	15	10	11	2 08
300 miles and over 290 miles.	68	54	45	38	32	28	23	37	27	15	32	45	41	27	26	16	10	11	2 24

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ILLINOIS CENTRAL RAILROAD, STATE DISTANCE TARIFF.
TABLE B—Continued.

COMMODITY RATES.													
In Cents Per Hundred Pounds, Except as Otherwise Shown.													
DISTANCES.	Brick, Common, Min. Wt. 40,000 lbs.		Cotton, per bale of 500 lbs.	Cotton Seed, for Planting, any quantity.	Native Corn, (Note 2.)	Flour, in Sacks, any quantity.	Hay.	Live Stock (Note 3).				Lumber, Lath Shingles and Rough Staves, Min. Wt. 24,000 lbs.	Oil, Fuel, in tank cars (Note 4).
	CL	LCL			CL		LCL	Cattle, Sheep, and Hogs, per car.	Horses and Mules, re- leased, per car.	CL	CL		
5 miles and under.....	2	3	45	4½	4	8	4½	7 20	9 00	3	4	5	
10 miles and over 5 miles.....	2	3	45	4½	4	8	4½	7 20	10 80	3	4	5	
15 miles and over 10 miles.....	2	3	50	5	4½	9	5	9 00	13 50	3	4	5	
20 miles and over 15 miles.....	2	3	59	6	4½	10	6	10 80	13 50	3	4	5	
25 miles and over 20 miles.....	3	4	63	6	5	10	7	11 70	16 20	3	5	5	
30 miles and over 25 miles.....	3	4	68	7	6	11	7	12 60	16 20	3	5	5	
35 miles and over 30 miles.....	3	4	72	8	7	11	8	13 50	18 90	4	5	5	
40 miles and over 35 miles.....	3	4	77	8	7	12	8	14 40	18 90	4	5	5	
45 miles and over 40 miles.....	3	4	81	8	7	12	8	15 30	19 80	4	5	5	
50 miles and over 45 miles.....	3	4	85	8	7	12	8	15 30	19 80	4	5	5	
55 miles and over 50 miles.....	3	5	85	8	8	12	8½	15 30	20 40	4	6	6	
60 miles and over 55 miles.....	3	5	89	8½	8	12	8½	16 15	20 40	4	6	6	
65 miles and over 60 miles.....	3	5	89	8½	8	12	8½	17 00	22 10	4	6	6	
70 miles and over 65 miles.....	3	5	94	8½	8½	13	9	17 85	22 10	4	6	6	
75 miles and over 70 miles.....	3	5	94	8½	9	13	9	18 70	22 95	4	6	6	
80 miles and over 75 miles.....	3	5	98	8½	9	14	9	19 55	22 95	5	7	7	

85 miles and over	3	5	98	9	10	14	10	20	40	23	80	5	7	7
90 miles and over	3	5	102	9	10	14	10	20	40	23	80	5	7	7
95 miles and over	3	5	102	9	10	15	10	20	40	24	65	5	7	7
100 miles and over	4	6	106	9	10	15	11	20	40	24	65	5	8	7
110 miles and over	4	6	110	10	11	15	11	20	80	25	50	5	8	7
120 miles and over	4	6	115	10	11	15	11	20	80	26	35	5	8	7
125 miles and over	4	6	119	10	11	16	11	20	80	27	20	5	8	7
130 miles and over	4	6	119	10	11	16	11	20	80	27	20	6	8	7
140 miles and over	4	6	120	10	16	16	11	20	80	27	20	6	8	7
150 miles and over	4	6	120	10	16	16	11	20	80	27	20	6	8	7
160 miles and over	4	6	120	10	11	16	12	21	60	28	00	6	9	8
170 miles and over	4	6	124	10	11	16	12	21	60	28	80	6	9	8
175 miles and over	4	6	128	10	11	16	12	21	60	28	80	6	9	8
180 miles and over	5	7	128	11	11	16	13	23	20	28	80	6	10	8
190 miles and over	5	7	132	11	12	17	13	23	20	29	60	6	10	8
200 miles and over	5	7	136	11	12	17	13	23	20	29	60	6	10	8
210 miles and over	5	8	140	12	12	18	14	24	80	30	40	7	10	8
220 miles and over	5	8	144	12	12	18	14	24	80	32	00	7	10	8
225 miles and over	5	8	148	12	12	18	14	24	80	33	60	7	10	8
230 miles and over	5	8	148	12	12	18	14	24	80	33	60	7	10	10
240 miles and over	5	8	152	12	12	19	14	24	80	35	20	7	10	10
250 miles and over	5	8	156	12	12	19	14	24	80	36	80	7	10	10
260 miles and over	6	8	160	12	12	20	15	26	40	36	80	7	11	10
270 miles and over	6	8	160	12	12	20	15	26	40	38	40	7	11	10
275 miles and over	6	8	164	12	12	20	15	26	40	38	40	7	11	10
280 miles and over	6	9	164	12	12	20	15	26	40	38	40	8	12	10
290 miles and over	6	9	164	12	12	20	15	26	40	40	00	8	12	10
300 miles and over	6	9	168	12	12	20	15	26	40	41	60	8	12	10

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ILLINOIS CENTRAL RAILROAD, STATE DISTANCE TARIFF.

NOTES.

NOTE 1.—Application of Rates:

Table A.—Rates apply between points in Mississippi as follows:
Between main line stations, Michigan City to Osyka, inclusive.

Between Grenada District stations, Grenada to Horn Lake, inclusive.

Between main line and Grenada District stations as above described.

Rates apply between points on Aberdeen District as follows:

Between stations on Aberdeen District, Sallis to Aberdeen, inclusive, also between points on Aberdeen District and other stations on Illinois Central Railroad in Mississippi:

<i>Commodity.</i>	<i>Apply.</i>
Cotton seed, C L	Table A
Lumber	Table A
Lath	Table A
Shingles	Table A
Brick, common	Table A

Merchandise and commodities not shown above, Tariff M 741, or subsequent issues.

Table B.—Rates apply only to and from Junctions with connecting roads on traffic from points on Illinois Central Railroad to points on other roads, and on traffic from points on other roads to points on Illinois Central Railroad having origin, destination and entire transportation within the State of Mississippi.

Rates do not apply on live stock, L C L, other than horses and mules. See exceptions to classification.

Rates do not apply on cotton seed, car loads. See Tariff A 3638, or subsequent issues.

NOTE 2.—Applies only when shipments are accompanied by certificate from shipper or owner that same were grown within the State of Mississippi.

NOTE 3.—Live stock may be shipped in mixed car loads or cars may be double decked, providing stock of different kinds on same floor are separated by gates, bars or partitions.

Gates, bars, partitions or upper decks must be supplied by shipper, or at his expense, and without injury to car. Shipper must assume all responsibility for damage caused by loading of stock in mixed or double decked cars. The rate on mixed car loads will be that applying on the highest rated stock in the shipment.

NOTE 4.—Minimum weight of fuel oil in tank cars will be full gallonage capacity of tank multiplied by 7.4 lbs. per gallon.

NOTE 5.—LUMBER.—When shipments of lumber are transferred in transit on account of cars being overloaded, the excess of load will be charged for at carload rate, actual weight, and the cost of transferring billed against the shipment.

EXCEPTIONS TO CLASSIFICATION.

ARTICLE.	Class.
Building Material, viz.:	
Lime, cement, plaster, sand, brick, lumber, lath and shingles may be shipped in mixed carloads of 24,000 lbs. and over, freight charges on entire shipment to be assessed at the rate on the highest rated article contained in the shipment.	
Meat, loose, in lots of not less than 1,000 lbs.-----	B
Each piece of loose meat must be securely tagged, and tag must show the name of consignor, consignee and destination. Forwarding agents must require from shipper his statement, in writing, releasing carrier from any responsibility for loss by deterioration in weight, and bills of lading must be indorsed by consignor "shipped at owner's risk."	
Hominy and Grits, in sacks, O R, 2½ cents per 100 lbs. above rate on flour in barrels (barrels estimated 200 lbs.).	
Ice, owner's risk melting, C L-----	M
Live Stock, less than carloads, to be fed by owner, at his expense, and to be released, as per contract, weight estimated as follows, until the amount charged shall equal carload rate; valuation limited to not exceeding \$100 for each animal:	
One horse or mule, 2,000 lbs.-----	4
Two horses or mules, 3,500 lbs.-----	4
Each additional horse or mule, 1,000 lbs.-----	4
Cattle, L C L, 20 per cent less than rate on horses and mules.	
Mare and colt together, 2,500 lbs.-----	4
Cow and calf together, 1,800 lbs.-----	4
Yearling cattle, actual weight, but not less than 1,000 lbs. each-----	4
Stallions, jacks and bulls, 2,500 lbs. each, and valuation limited to not exceeding \$125 on each animal.-----	4
Yearling stallion or bull calf, valuation limited to \$25, 1,600 lbs.-----	4

EXCEPTIONS TO CLASSIFICATION—Continued.

ARTICLE.	Class.
Live Stock, except horses and mules, L C L:	
Live Stock, crated, will be charged for at actual weight, when weight of animals and crate does not exceed 1,000 lbs.	
When shipped from and to points on Illinois Central Railroad within the State of Mississippi.....	4
When shipped from or to points on other railroads within the State of Mississippi, assess Illinois Central Railroad freight charges from or to junction with connecting line at.....	6
Stock, not released, double foregoing rates.	
Sand, C L, same as Brick, C L.	
Vehicles, released, C L.....	6

MINIMUM CHARGE.

Table A.—Apply Classification.

Table B.—Illinois Central Railroad minimum charge for a single shipment will be 25 cents.

ILLINOIS CENTRAL RAILROAD COMPANY.

(Southern Lines.)

SUPPLEMENT No. 1

TO

A 1030.

FREIGHT TARIFF

APPLYING BETWEEN STATIONS IN

MISSISSIPPI

ON

ILLINOIS CENTRAL RAILROAD

AS FOLLOWS:

Except as Provided in Note 1, page 6 of Tariff:

Between Main Line Stations, Michigan City to Oskeya, inclusive.

Between Grenada District Stations, Grenada to Horn Lake, inclusive. Between Main Line and Grenada District Stations, as above Described.

Governed by the Illinois Central R. R. Classification B 304, or Subsequent Issues, with Exceptions Published in Illinois Central R. R. Local Classification A 309 or Subsequent Issues, Except as Specified Herein.

(Re-issue of Rates Authorized by the Railroad Commissioners of the State of Mississippi.)

Issued March 9, 1903.

Effective March 1, 1903.

ILLINOIS CENTRAL RAILROAD, STATE DISTANCE TARIFF.

DISTANCES.	RATES IN CENTS PER 100 POUNDS.			
	TABLE A.		TABLE B.	
	Live Stock, crated, except horses and mules (Note 1).	Live Stock, loose, except horses and mules (Note 2).	Live Stock, crated, except horses and mules (Note 1).	Live Stock, loose, except horses and mules (Note 2).
	L C L	L C L	L C L	L C L
5 miles and under.....	11	11	8	10
10 miles and over 5 miles.....	13	13	9	12
15 miles and over 10 miles.....	16	16	12	14
20 miles and over 15 miles.....	18	18	14	16
25 miles and over 20 miles.....	20	20	16	18
30 miles and over 25 miles.....	21	21	17	19
35 miles and over 30 miles.....	23	23	18	21
40 miles and over 35 miles.....	25	25	19	22½
45 miles and over 40 miles.....	26	26	20	23
50 miles and over 45 miles.....	27	27	21	24
55 miles and over 50 miles.....	28	28	22	24
60 miles and over 55 miles.....	28	28	22	24
65 miles and over 60 miles.....	29	29	22	25
70 miles and over 65 miles.....	29	29	22	25
75 miles and over 70 miles.....	31	31	23	26
80 miles and over 75 miles.....	31	31	23	26
85 miles and over 80 miles.....	32	32	24	27
90 miles and over 85 miles.....	32	32	24	27
95 miles and over 90 miles.....	33	33	25	28
100 miles and over 95 miles.....	33	33	25	28
110 miles and over 100 miles.....	34	34	26	29
120 miles and over 110 miles.....	35	35	26	30
130 miles and over 120 miles.....	36	36	27	30
140 miles and over 130 miles.....	37	37	28	30
150 miles and over 140 miles.....	38	38	29	30
160 miles and over 150 miles.....	39	39	30	31
170 miles and over 160 miles.....	40	40	31	32
175 miles and over 170 miles.....	41	41	31	33
180 miles and over 175 miles.....	41	41	31	33
190 miles and over 180 miles.....	42	42	32	34
200 miles and over 190 miles.....	43	43	32	34
210 miles and over 200 miles.....	43	43	33	34
220 miles and over 210 miles.....	44	44	33	35
225 miles and over 220 miles.....	44	44	33	35
230 miles and over 225 miles.....	44	44	33	35
240 miles and over 230 miles.....	45	45	34	36
250 miles and over 240 miles.....	45	45	34	36
260 miles and over 250 miles.....	45	45	34	36
270 miles and over 260 miles.....	46	46	34	37
280 miles and over 270 miles.....	46	46	34	37
290 miles and over 280 miles.....	46	46	35	37
300 miles and over 290 miles.....	47	47	35	38

Live Stock, less than carloads, to be fed at owner's expense, and to be released, as per contract—the charge on less than carload shipment not to exceed the charge for a carload.

NOTE 1.—Actual weight to be charged for. Shipments in crates weighing over 1,000 lbs. per crate will not be accepted.

NOTE 2.—The following estimated weights to be charged for:

	<i>Pounds.</i>
One cow.....	1,600
Two cows.....	2,800
Each additional cow.....	800
Cow and calf together.....	1,800
Yearling cattle, except where actual weight is greater.....	1,000
Bulls, valuation limited to not exceeding \$125 each.....	2,500
Bull calf, valuation limited to \$25 each	1,600

CANCELLATION.

Cancel Exception to Classification on Live Stock, L C L, except horses and mules, shown on page 6 of Tariff.

(Authority A 2211.)

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ILLINOIS CENTRAL RAILROAD COMPANY.

(Southern Lines.)

CLASSIFICATION A 309.

(Cancels Classification Circular No. 5.)

Exceptions to Southern Classification No. 30 (I. C. C. No. 5),

Illinois Central R. R. Classification E 303 (I C. C. No.

1375), Mississippi State Classification B 304,

Louisiana State Classification A 306,

or subsequent issues.

LOCAL CLASSIFICATION OF FREIGHT

Applies between all stations on Illinois Central R. R. (Southern Lines, except Louisville-Memphis Division), also between stations on Illinois Central R. R. (Southern Lines, except Louisville-Memphis Division), and Yazoo, Tchula, Greenwood, Tallahatchie (Parsons Junction to Tchula, inclusive) Districts of the Y. & M.

V. R. R., in connection with exceptions in Mississippi State Tariffs and as otherwise provided.

Issued September 17, 1902.

Effective September 22, 1902.

ILLINOIS CENTRAL RAILROAD.
(Southern Lines.)

LOCAL CLASSIFICATION OF FREIGHT.

ARTICLES.	Class.	Class if Re- leased.
Agricultural implements and machinery, when shipped for repairs, will be forwarded to repair point at full tariff rates, and will be returned over the same route at owner's risk released, at one-half tariff rates, when accompanied by freight bill showing the forwarding to the repair point at full tariff rates. Such freight bill must be attached to waybill, and will be the authority for the use of half-rate returning, provided such return is made within sixty days from the date of forwarding for repairs.		
Agricultural implements, straight, or agricultural implements and binder twine, mixed, minimum weight 20,000 lbs., C L	K	
Bark, tan, C L	N	
Barrel material, N O S, C L	N	
Same, L C L, 175 per cent of Class N.		
Barrels, empty oil, returned, estimated weight 70 lbs. per barrel, regardless of actual weight		
Barytes, C L	O	
Binder twine, straight, minimum weight 24,000 lbs., C L	5	
Boxes and crates, for fruits and vegetables, straight or mixed, minimum weight 10,000 lbs., C L	6	
Boxes, cases and crates, used or to be used for shipments of produce and eggs, L C L	4	
Box material, N O S, C L	N	
Same, L C L, 175 per cent of Class N.		
Blocks, wooden, rough, N O S, C L	N	
Same, L C L, 175 per cent of Class N.		
Boilers, engines and machinery, and parts thereof, straight or mixed, minimum weight 20,000 lbs., C L	K	
Brick, common, C L	Spl.	
Same, L C L, same as Lumber, L C L.		
Brick, pressed and fire, C L	N	
Building material, viz.:		
Lime, cement, plaster, sand, brick, lumber, laths and shingles may be shipped in mixed carloads of 24,000 lbs. and over, freight charges on the entire shipment to be assessed at the rate on the highest rated article contained in the shipment. (Applies only between stations within the State of Mississippi)		
Butter, in cans, boxed or crated	1	3
Same, N O S	1	2
Same, in kegs, firkins, buckets, pails and tubs	1	3
Cars, logging, mining and coke, C L	K	

LOCAL CLASSIFICATION OF FREIGHT—Continued.

ARTICLES.	Class.	Class. if Re- leased.
Cement, lime and plaster, straight or mixed, C L-----	N	-----
Same, L C L, 175 per cent of Class N.		
Charcoal, C L-----	M	-----
Cheese-----	1	4
Cinders, C L-----	O	-----
Cisterns, set up, must be prepaid-----		
Clay, fire, C L-----	N	-----
Same, common, C L-----	O	-----
Coal and Coke, C L-----	P	-----
Coal and coke, packed, L C L-----	1/2 of 4	-----
Coops, chicken, empty, returned-----	4	-----
Corn, in the shuck or ear, 10 per cent less than Class D, but not to exceed commodity rates on corn.		
Cotton seed, C L-----	Spl.	-----
Cotton seed meal, cake and hulls—fertilizer rate-----		
Cotton seed meats, minimum weight 24,000 lbs., 50 per cent higher than cotton seed, C L-----		
Same, L C L-----	3	-----
Fertilizers, C L-----	O	-----
Flour, grain, corn meal, hominy meal, grits and bran, in mixed carloads:		
Freight charges on entire shipment shall be as- sessed at the rate on the highest rated article contained in the shipment, provided		
1. Total charges must not exceed charges ar- rived at by application of the carload rate and minimum carload weight on any one of the articles and the less carload rate and the actual weight on the others.		
2. Total charges must not exceed charges ar- rived at by application of the highest carload rate and minimum carload weight on any two or more articles and the less carload rate on the others.		
Grain, grain products and hay, mixed, minimum weight 30,000 lbs., C L-----	D	-----
Grain and hay, L C L-----	D	-----
Gravel, C L-----	O	-----
Hides, dry, in bundles, compactly tied (applies to or from points on M. & O. R. R. and Illinois Central Railroad only)-----	4	-----
Hoofs and horns, C L-----	O	-----
Same, L C L, 20 per cent higher than the C L rate.		
Ice, C L-----	N	-----
Ice, packed, owner's risk of melting, prepaid, L C L-----	6	-----
Iron, bridge and bridge material, fish bars, fasten- ings, spikes, steel rail braces, railroad, rail- road switches and switch chairs, railroad splices, links and pins, in bundles, barrels, or casks, pig iron, railroad iron, rails, straight or mixed, C L-----	N	-----
Same, L C L-----	K	-----

LOCAL CLASSIFICATION OF FREIGHT—Continued.

ARTICLES.	Class.	Class. if Re- leased.
Iron, special, C L----- NOTE.—Will not apply on State traffic having both origin and destination within the State of Mississippi.	K	-----
Iron, special, any quantity----- NOTE.—Will apply on all articles enumerated under the head of "Special Iron" in I. C. R.R. Classification B 304, or subsequent issues, between stations within the State of Missis- sippi only.	K	-----
Iron, scrap, C L----- Same, packed, L C L-----	N K	----- -----
Lime. See Cement.		
*Live Stock (Note, page 3), C L.		
Live Stock, except race horses; not to exceed 20,000 lbs., to be fed by owner at his expense, valuation limited, and to be released as per contract executed by shipper and authorized agent of the company, C L-----	Spl.	-----
Race horses, C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses, in carloads, not ex- ceeding three attendants, at their own risk, to accompany each car; additional attendants, at their own risk, in same car to be charged for by purchasing tickets at passenger tariff rates.		
Sheep, single deck, C L, 20 per cent less than rate on cattle, C L.		
Sheep, double deck, C L, 10 per cent higher than rate on cattle, C L.		
Hogs, single deck, C L, 10 per cent less than rate on cattle, C L.		
Hogs, double deck, will not be received for ship- ment.		
Mixed car lots of live stock, when loaded on the same floor, will be received and transported when the different kinds of live stock are sep- arated by strong partitions; partitions to be put in by, or at the expense of, owner or shipper and without injury to car. Horses and mules may be shipped in mixed car lots without partitions. On such mixed ship- ments rate applying on highest rated stock shall apply on entire shipment; for instance, if cattle and hogs are shipped in mixed car lots, the rate on cattle shall be assessed against the whole shipment without regard to the less rate on hogs.		
When not possible to obtain double decked cars, an upper deck may be put in the ordinary stock car, provided such upper deck is put in by or at the expense and risk of owner or shipper, and without injury to the car.		

*See Tariff A 1030 for application to Mississippi.

LOCAL CLASSIFICATION OF FREIGHT—Continued.

ARTICLES.	Class.	Class. if Re- leased.
Live stock, except race horses, L C L, to be fed by owner at his expense, valuation limited, and to be released as per contract, weight estimated as follows, until the amount charged shall equal carload rate:		
One horse, mule or horned animal (except as specified below), 2,000 lbs.....	D1	2
Two horses, mules or horned animals (except as specified below), in same car, and from same shipper to same consignee, 3,500 lbs.....	D1	2
Each additional horse, mule, or horned animal (except as specified below), in same car, and from same shipper to same consignee, 1,000 lbs.....	D1	2
Stallions, jacks and bulls, each 3,000 lbs.....	D1	2
Each cow and calf together, 2,500 lbs.....	D1	2
Each mare and foal together, 2,500 lbs.....	D1	2
Yearling bulls, each 2,000 lbs.....	D1	2
Yearling cattle, except bulls, each 1,000 lbs.....	D1	2
Colts, under one year old, 1,000 lbs.....	D1	2
Calves, under one year old, each 1,000 lbs.....	D1	2
Calves, under one year old, crated, actual weight, but not less than 175 lbs.....	D1	1
Calves, L C L, not crated, will be charged for at minimum weight of 1,000 lbs. each, as provided above.		
Sheep, crated, actual weight, but not less than 175 lbs.....	D1	1
Lambs, crated, actual weight, but not less than 100 lbs.....	D1	1
Hogs, crated, each actual weight, but not less than 250 lbs.....	D1	1
Pigs, crated, each actual weight, but not less than 125 lbs.....	D1	1
Sheep, lambs, hogs and pigs, L C L, will not be received unless crated.		
Goats, same as sheep.		
Kids, same as lambs.		
Attendants in charge of and accompanying less carload shipments of live stock shall pay full passenger fare, and are at their own risk of personal injury from any cause whatsoever.		
Race horses, L C L, released by contract, valuation limited, not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.		
Live stock, not released, double foregoing rates.		
NOTE.—Existing rates on live stock in carloads or such as may hereafter be established, will apply on cars not exceeding 36 feet in length.		
In determining rates on live stock loaded in cars over 36 feet in length, the following percentage scale will apply:		

LOCAL CLASSIFICATION OF FREIGHT—Continued.

ARTICLES.	Class.	Class. if Re- leased.
Cars over 36 feet and not over 38 feet, 105 per cent. Cars over 38 feet and not over 40 feet, 115 per cent. Cars over 40 feet and not over 42 feet, 125 per cent. Cars over 42 feet and not over 44 feet, 135 per cent. Cars over 44 feet, 140 per cent.		
RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.		
Persons in charge of live stock will be carried free on the same train with the stock, for the purpose of attending to same during transit, unloading and loading, if necessary, feeding, watering, or otherwise caring for them, as occasion requires, as follows:		
One attendant to pass free with one or two cars; two attendants with three or four cars; three attendants with five to seven cars; four attendants with eight or more cars, which latter is the maximum number of persons that will be passed on any train with live stock from one shipper to one consignee and destination.		
All persons thus passed are at their own risk of personal injury from any cause whatsoever, and the railroad company will not be responsible for any loss of their personal effects.		
Full fare will be charged for one or more attendants with live stock shipments in L C L quantities, and for extra attendants with car-load shipments.		
No free or reduced transportation will be given either to attendants or shippers of live stock except as above provided.		
Logs, walnut and cherry, C L -----	N	-----
Logs, except walnut and cherry, C L, 20 per cent less than Class N, minimum rate 3-cents per 100 lbs. -----		
Lumber, C L -----	Spl.	-----
Same, L C L, 175 per cent of Class N.		
Marble, granite, or stone blocks and slabs, rough, value limited to 20 cents per cubic foot, C L --	N	-----
Same, dressed, but not polished (not including gravestones or monuments), value limited to 40 cents per cubic foot, C L -----	D	-----
Meat, in sacks, released -----	B	-----

LOCAL CLASSIFICATION OF FREIGHT—Continued.

ARTICLES.	Class.	Class. if Re- leased.
Melons, packed, freight guaranteed or prepaid, L C L.....	6	-----
Same, loose, freight guaranteed or prepaid, L C L.....	1	-----
Same, C L.....	L	-----
Oil, coal, or its products, in cans, boxed, released, C L.....	6	-----
Peas, cow, field and clay, C L, in bulk or packed, and L C L, packed.....	D	-----
Piling, C L.....	N	-----
Pipe, sewer, C L.....	N	-----
Pitch, C L.....	N	-----
Plaster. See Cement.		
Poles, telegraph and telephone, C L.....	N	-----
Posts, fence, wooden, C L.....	N	-----
Powder, no single shipment taken for less than 50 cents for any distance, 100 miles or less, or 75 cents for over 100 miles, and not to be considered part shipment of other articles.....		-----
Pumps, wooden, and pump tubing, wooden, unlined, C L.....	N.	-----
Roofing, shell and felt, straight or mixed, C L.....	M	-----
Roofing, tar, pitch, shell or felt, mixed, C L.....	M	-----
Safes, iron, damaged or second hand, from local stations, returned to manufacturers, may be charged for at one-half tariff rates.....		-----
Salt, C L.....	M	-----
Same, L C L (except table, packed), 150 per cent of Class M.		
Sand, C L.....	Spl.	-----
Sash and doors, glazed with common window glass or unglazed, door and window frames and blinds, straight or mixed, C L, 80 per cent of 6th Class.....		-----
Sawdust, C L.....	O	-----
Shellers, corn (power), detachable parts taken off and packed, when loaded in box cars and released.....	1	-----
Shells, lake or oyster, such as are used for paving and refilling streets, value limited to 50 cents per barrel, C L.....	O	-----
Shingles and shingle bolts, C L.....	Spl.	-----
Same, L C L, 175 per cent of Class N.		
Slate, roofing, C L.....	N	-----
Staves, C L.....	Spl.	-----
Same, L C L, 175 per cent of Class N.		
Stone or granite, crushed, straight or mixed, or stone or granite, crushed, and gravel, mixed with cement, minimum weight 30,000 lbs., C L.....	N	-----
Same, L C L, 175 per cent of Class N.		
Tile, drain, released, 30,000 lbs., C L.....	O	-----
Timber, hewn, C L.....	N	-----
Tobacco, leaf, in bulk, C L.....	4	-----

LOCAL CLASSIFICATION OF FREIGHT—Continued.

ARTICLES.	Class.	Class. if Re- leased.
Tobacco, unmanufactured, in casks or hogsheads.	6	-----
Tobacco stems and sweepings, in boxes, bales, barrels or casks, for fertilizing purposes, and so certified on bill of lading or shipping ticket, value limited to \$10 per ton, C L.	O	-----
Same, L C L, 20 per cent higher than C L rate.		
Wood, fire, C L, minimum weight 20,000 lbs., 20 per cent less than Class N, minimum rate 3 cents per 100 lbs.		-----
Woodenware, including baskets, bail boxes, barrel covers, barrels (paper), base ball bats, bottle wrappers (wooden), bowls, bread boards, brooms, broom racks, brushes (scrub and whitewash), brush blocks, bungs and plugs, bung starters, butter boxes, butter ladles, butter molds, butter plates, butter tubs and firkins, butter workers, butter trays, cheese safes, churns, cigar lighters, clothes horses and racks, clothes pins (wooden and iron), egg case fillers, faucets (wooden), fish packages (kits and firkins), handles, ironing boards, kanakins, kegs, knife trays, ladders (step, not over eighteen feet long), lap boards, lemon squeezers, match splints, measures, meat blocks, mops, pails (paper and wooden), pails, candy (wooden), potato mashers, rolling pins, rope reels, scoops and shovels (wooden), shoe pegs, shot cases, sieves, sieve rims, sifter's (Hunter's), skewers, snow shovels (wooden), tea caddies (wooden), tooth picks, towel racks, trays, tubs (wash, wooden), wash boards, well buckets, straight or mixed, minimum weight 20,000 lbs., C L.	5	-----

GENERAL RULES.

Bulk Freight.—Bulk freights will only be taken in carload quantities—must be weighed on track scales when necessary to obtain correct weight, and freight assessed on actual gross weight, provided not less than minimum car load allowance.

Carload Rates.—When carload rates are accepted it must be understood that shipment is from one consignor and shipping point to one consignee and destination, on same date, and that the owner agrees to promptly load and unload, or pay the cost of having it done.

Minimum Carload Weight.—Minimum weights as specifically provided herein will apply. Where no minimum is shown, Southern

Classification No. 30, I. C. C. No. 5 (I. C. R. R. E., 303, I. C. C. 1375), Mississippi State Classification No. B 304, Louisiana State Classification No. A 306, or subsequent issues, will apply. *Except* that portion of Rule 24 C of Southern Classification with reference to increased minimum for cars of extra length *will not* govern traffic subject to this classification.

Minimum Charge.—Single shipments weighing less than 100 pounds will be charged at actual weight, except that the minimum charge on single shipment between points on the Southern lines of this Company, from one consignor to one consignee, from point of shipment to destination shall be twenty-five cents.

Mixed Carloads.—No two or more articles having carload rate shall be shipped in mixed carloads at the carload rate, unless so provided for in the Southern Classification, or herein. This does not refer to articles included in Special Iron List in Southern Classification. Current carload rates on Special Iron will be applied on mixed carloads made up exclusively of articles included in Special Iron list.

Perishable Freight.—Perishable freight taken only at owner's risk, and must be prepaid or guaranteed to the satisfaction of receiving agent.

Rosin and Turpentine.—These articles may be handled in mixed carloads at the carload rate on each—minimum weight on entire shipment to be 30,000 pounds. In the event actual weight is less than the prescribed minimum, the *difference* between the actual weight and prescribed minimum will be charged for at the rate on rosin.

Ton.—The ton weight is 2,000 pounds unless otherwise provided.

ILLINOIS CENTRAL RAILROAD COMPANY.

(Southern Lines.)

THE YAZOO & MISSISSIPPI VALLEY R. R. CO.

B 8321.

(Cancels A 8321.)

FREIGHT TARIFF

GOVERNING

STORAGE OF PACKAGE FREIGHT

AT STATIONS ON

ILLINOIS CENTRAL RAILROAD

(Southern Lines.)

THE YAZOO & MISSISSIPPI VALLEY R. R.

Issued October 1, 1903.

Effective October 6, 1903.

The Rules shown herein governing storage of package freight will be applied at the following stations as indicated:

AT	Apply Rule.
Abbeville.....	Miss 5
Aberdeen.....	Miss 1
Ackerman.....	Miss 3
Adams.....	Miss 3
Allen.....	Miss 3
Alligator Lake.....	Miss 5
Amite.....	La 4
Anding.....	Miss 3
Anguilla.....	Miss 3
Arcola.....	La 4
Arcola.....	Miss 1
Arnold.....	Miss 5
Atoka.....	Tenn 2
Avon.....	Miss 3
Baker.....	La 4
Banks.....	Miss 5
Batesville.....	Miss 5
Baton Rouge.....	La 4
Bayou Sara.....	La 4
Beauregard.....	Miss 3
Belzona.....	Miss 5
Bee Lake.....	Miss 3
Benoit.....	Miss 5
Bentonla.....	Miss 3
Beulah.....	Miss 5
Blanton.....	Miss 3
Bobo.....	Miss 5
Bogue Chitto.....	Miss 3
Bolivar.....	Tenn 2
Boyle.....	Miss 5
Bradley.....	Miss 3
Brighton.....	Tenn 2
Brookhaven.....	Miss 3
Burdette.....	Miss 3
Burnside.....	La 4
Byram.....	Miss 3
Caldmere.....	Miss 3
Calhoun.....	Miss 3
Cannonsburg.....	Miss 3
Canton.....	Miss 3
Carlisle.....	Miss 3
Carpenter.....	Miss 3
Carey.....	Miss 3
Centreville.....	Miss 3
Chatawa.....	Miss 3
Clarksdale.....	Miss 5
Clayton.....	Miss 5
Cleveland.....	Miss 5
Clinton.....	La 4
Clover Hill.....	Miss 5
Coahoma.....	Miss 5

AT		Apply Rule.
Coffeeville	Miss	5
Coldwater	Miss	5
Como	Miss	5
Courtland	Miss	5
Covington	Tenn	2
Crenshaw	Miss	5
Cruger	Miss	3
Crystal Springs	Miss	3
Convent	La	4
Curve	Tenn	2
Deeson	Miss	5
Dickerson	Miss	5
Dodds Ferry	Miss	5
Doddsville	Miss	5
Dubard	Miss	5
Dublin	Miss	5
Duck Hill	Miss	5
Duncan	Miss	5
Dundee	Miss	5
Durant	Miss	3
Dyersburg	Tenn	2
Eden	Miss	3
Egremont	Miss	3
Elizabeth	Miss	1
Elliott	Miss	5
Erwin	Miss	3
Estill	Miss	3
Ethel	La	4
Ethel	Miss	3
Evansville	Miss	5
Fayette	Miss	3
Fentress	Miss	3
Flora	Miss	3
Fowlkes	Tenn	2
Friars Point	Miss	5
Frenier	La	4
Fulton	Ky	2
Gallman	Miss	3
Gates	Tenn	2
Geren	Miss	5
Glendora	Miss	5
Glen Allen	Miss	3
Gloster	Miss	3
Goodman	Miss	3
Grace	Miss	3
Gramercy	La	4
Grand Junction	Tenn	2
Greenfield	Tenn	2
Green Grove	Miss	5
Greenville	Miss	1
Greenwood	Miss	1
Grenada	Miss	5
Gullets	La	4
Gunnison	Miss	5

AT		Apply Rule.
Halls	Tenn	2
Hamburg	Miss	3
Hammond	La	4
Hampton	Miss	3
Harris	Tenn	2
Harrison	Miss	5
Harriston	Miss	3
Hazlehurst	Miss	3
Helena	Ark	2
Helm	Miss	5
Henning	Tenn	2
Hermanville	Miss	3
Hernando	Miss	5
Hickory Valley	Tenn	2
Hillhouse	Miss	5
Holcomb	Miss	5
Hollandale	Miss	1
Holly Knowe	Miss	5
Holly Springs	Miss	5
Hollywood	Miss	5
Horn Lake	Miss	5
Howard	Miss	3
Hudsonville	Miss	5
Hushpuckana	Miss	5
Independence	La	4
Ingleside	Miss	3
Inverness	Miss	5
Isola	Miss	5
Jackson	Miss	3
Jackson	Tenn	2
Johnson	Miss	3
Jonestown	Miss	5
Kenner	La	4
Kentwood	La	4
Kerrville	Tenn	2
Knoxville	Miss	3
Kosciusko	Miss	3
Lake Cormorant	Miss	5
Lake View	Miss	5
Lamar	Miss	5
Lamont	Miss	5
La Place	La	4
Laurel Hill	La	4
Learned	Miss	3
Leflore	Miss	5
Leland	Miss	3
Lexington	Miss	3
Lindsay	La	4
Lobdell	Miss	5
Longview	Miss	3
Longwood	Miss	3
Lorenzen	Miss	3
Lorman	Miss	3
Louisville	Ky	6

AT		Apply Rule.
Lucy	Tenn	2
Lula	Miss	5
Lutcher	La	4
Madison	La	3
Magnolia	Miss	3
Manchac	La	4
Marks	Miss	5
Martin	Miss	3
Martin	Tenn	2
Martinsville	Miss	3
McCaleb	Miss	3
McComb	Miss	3
McConnell	Tenn	2
McCool	Miss	3
McLemore	Miss	5
McNair	Miss	3
Medina	Tenn	2
Medon	Tenn	2
Memphis	Tenn	2
Merigold	Miss	5
Michigan City	Miss	5
Middleburg	Tenn	2
Milan	Tenn	2
Mileston	Miss	3
Millington	Tenn	2
Minter City	Miss	5
Money	Miss	5
Montgomery	Miss	3
Moorhead	Miss	1
Mound Bayou	Miss	5
Myles	Miss	3
Natalbany	La	4
Natchez	Miss	5
Newbern	Tenn	2
New Orleans	La	7
New River	La	4
Nitta Yuma	Miss	3
Norfield	Miss	3
Norwood	La	4
Oakland	Miss	5
Oakley	Miss	3
Obion	Tenn	2
Osborn	Miss	3
Osyka	Miss	3
Owens	Miss	3
Oxford	Miss	5
Paducah	Ky	6
Paducah Junction	Tenn	2
Parsons	Miss	5
Percy	Miss	1
Perthsire	Miss	5
Phillipp	Miss	5
Pickens	Miss	3
Pierce	Tenn	2

AT	Apply Rule.
Pocahontas.....	Miss 3
Polk.....	Tenn 2
Ponchatoula.....	La 4
Pope.....	Miss 5
Port Gibson.....	Miss 3
Prichard.....	Miss 5
Raine.....	Tenn 2
Raymond.....	Miss 3
Redlick.....	Miss 3
Redwood.....	Miss 3
Rena Lara.....	Miss 5
Reserve.....	La 4
Rex.....	Miss 5
Ridgeland.....	Miss 3
Ripley.....	Tenn 2
Rives.....	Tenn 2
Robinsonville.....	Miss 5
Rome.....	Miss 5
Rosedale.....	Miss 5
Rolling Fork.....	Miss 3
Roseland.....	La 4
Rosetta.....	Miss 3
Round Lake.....	Miss 5
Roxie.....	Miss 3
Ruddock.....	La 4
Ruleville.....	Miss 5
Russell.....	Tenn 2
Russum.....	Miss 3
Sallis.....	Miss 3
Sarah.....	Miss 5
Sardis.....	Miss 5
Savage.....	Miss 5
Scobey.....	Miss 5
Scott.....	Miss 5
Senatobia.....	Miss 5
Sharon.....	Tenn 2
Sidon.....	Miss 3
Slaughter.....	La 4
Sledge.....	Miss 5
Smedes.....	Miss 3
Stampley.....	Miss 3
Stanton.....	Miss 3
St. Gabriel.....	La 4
Starkville.....	Miss 1
Stoneville.....	Miss 1
Stonington.....	Miss 3
Strong.....	Miss 3
Sturgis.....	Miss 3
Summit.....	Miss 3
Sunflower.....	Miss 5
Swiftwater.....	Miss 3
Tangipahoa.....	La 4
Tchula.....	Miss 3
Terry.....	Miss 3

AT	Apply Rule.
Thornton.....	Miss.. 3
Tickfaw.....	La.. 4
Tillatoba.....	Miss.. 5
Tipton.....	Tenn.. 2
Toone.....	Tenn.. 2
Tougaloo.....	Miss.. 3
Trail Lake.....	Miss.. 5
Tribbett.....	Miss.. 5
Trimble.....	Tenn.. 2
Troy.....	Tenn.. 2
Tunica.....	Miss.. 5
Turnbull.....	Miss.. 3
Tutwiler.....	Miss.. 5
Utica.....	Miss.. 3
Vaiden.....	Miss.. 3
Valley.....	Miss.. 3
Valley Park.....	Miss.. 3
Vance.....	Miss.. 5
Vaughn.....	Miss.. 3
Vicksburg.....	Miss.. 3
Walls.....	Miss.. 5
Water Valley.....	Miss.. 5
Ways Bluff.....	Miss.. 3
Wayside.....	Miss.. 3
Weir.....	Miss.. 3
Wesson.....	Miss.. 3
West.....	Miss.. 3
West Point.....	Miss.. 1
White Apple.....	Miss.. 3
Wilczinski.....	Miss.. 5
Wilson.....	La.. 4
Winona.....	Miss.. 1
Winterville.....	Miss.. 5
Woodstock.....	Tenn.. 2
Woodville.....	Miss.. 3
Yazoo City.....	Miss.. 3
Yazoo Pass.....	Miss.. 5
Yokena.....	Miss.. 3
Zachery.....	La.. 4

STORAGE OF PACKAGE FREIGHT.

RULE 1.—Package freight not removed promptly by the owners from the custody of the Railroad Company will be subject to storage charges as follows:

One cent per one hundred pounds per day or fraction thereof, with minimum charge of five cents for any one package or lot for one consignee, but not more than \$1 per day for any one consignment not in excess of a carload.

When for consignees residing within three miles of the railroad station, after forty-eight hours (not including Sundays or legal holidays), from 7 o'clock A. M. of the day following the date of legal notice of arrival.

When for consignees residing further than three miles from, and within ten miles of the railroad station; after one hundred and twenty hours (not including Sundays or legal holidays), from 7 o'clock A. M. of the day following date of legal notice of arrival.

When for consignees residing further than ten miles from the railroad station; after one hundred and sixty-eight hours (not including Sundays or legal holidays), from 7 o'clock A. M. of the day following date of legal notice of arrival.

RULE 2.—All package freight not removed by the owners from the custody of the Railroad Company within forty-eight hours (not including Sundays or legal holidays), computed from 10 o'clock A. M. of the day following the date of legal notice of arrival, shall thereafter be subject to a charge for storage each day or fraction thereof, that such consignments may remain in the custody of the Railroad Company, one cent per hundred pounds per day, with a minimum charge of five cents for any one package or lot for one consignee, but not more than \$1 per day for any one consignment not in excess of a carload.

Shipments detained because billed "to order" and awaiting bills of lading, or instructions as to disposition; shipments held for lack of billing instructions; shipments held for inspection, change of billing or for any other purpose by owner or his agent, are subject to storage charges, and if such shipments are forwarded to any other point, accrued storage charges will be added to the billing as back charges.

RULE 3.—Package freight not removed promptly by the owners from the custody of the Railroad Company will be subject to storage charges as follows:

When for consignees residing within three miles of the railroad station; after forty-eight hours (not including Sundays or legal holidays), from first 6 o'clock P. M. after legal notice of arrival has been given consignee.

When for consignees residing further than three miles from, and within ten miles of the railroad station; after ninety-six hours (not including Sundays and legal holidays), from first 6 o'clock P. M. after legal notice of arrival has been given consignee.

When for consignees residing further than ten miles from the railroad station; after one hundred and forty-four hours (not including Sundays or legal holidays), from first 6 o'clock P. M. after legal notice of arrival has been given consignee.

Freight in cars placed on delivery tracks, and subsequently sent to railroad warehouses or platforms, is subject to car service rules

while on delivery track, and storage rules after cars are unloaded at warehouses or platforms.

Freight upon which the free time has expired while on delivery tracks, and subsequently sent to warehouses or platforms, shall be subject to storage charges immediately when unloaded at warehouses or platforms.

Freight received for shipment at railroad warehouses or platforms will be charged storage if held more than forty-eight (48) hours from the first 6 P. M. after receipt to complete a shipment or for forwarding directions.

When freight is held at railroad warehouses or on platforms in excess of the free time allowed by this rule, charge will be made (after the free period) for storage at the rate of one (1) cent per 100 pounds per day for less than carload lots, and ten (10) cents per ton 2,000 pounds per day for carload lots. Any fractional part of twenty-four (24) hours will be computed as a day.

RULE 4.—Storage will be charged when freight unloaded at railroad warehouses or platforms is not removed by consignee within forty-eight (48) hours from first 6 P. M. after cars are unloaded, and after notice of arrival has been given to consignee, not including Sundays or legal holidays.

On less than carload shipments consigned to parties living three (3) miles from station, instead of forty-eight (48) hours, three (3) days free time will be allowed; six (6) miles from station, instead of forty-eight (48) hours, six (6) days free time; ten (10) miles from station, instead of forty-eight (48) hours, ten (10) days free time; over ten (10) miles from station, instead of forty-eight (48) hours, fourteen (14) days free time.

Freight in cars placed on delivery tracks, and subsequently sent to railroad warehouses or platforms, is subject to car service rules while on delivery track, and storage rules after cars are unloaded at warehouses or platforms.

Freight upon which the free time has expired while on delivery tracks, and subsequently sent to warehouses or platforms, shall be subject to storage charges immediately when unloaded at warehouses or platforms.

Freight received for shipment at railroad warehouses or platforms will be charged storage if held more than forty-eight (48) hours from the first 6 P. M. after receipt to complete a shipment or for forwarding directions.

When freight is held at railroad warehouses or on platforms in excess of the free time allowed, charge will be made (after the free period) for storage at the rate of one (1) cent per 100 pounds per day for quantities less than one ton and ten (10) cents per ton of 2,000 pounds per day for quantities of one ton or more. Any fractional part of twenty-four (24) hours will be computed as a day.

RULE 5.—Package freight not removed promptly by the owners from the custody of the Railroad Company will be subject to storage charges as follows:

When for consignees residing within three miles of railroad station; after forty-eight hours (not including Sundays or legal holidays) from 7 o'clock A. M. of the day following date of legal notice of arrival.

When for consignees residing further than three miles from and within ten miles of the railroad station, after one hundred and twenty hours (not including Sundays or legal holidays) from 7 o'clock A. M. of the day following date of legal notice of arrival.

When for consignees residing further than ten miles from the railroad stations, after one hundred and sixty-eight hours (not including Sundays or legal holidays) from 7 o'clock A. M. of the day following date of legal notice of arrival.

Freight in cars placed on delivery tracks, and subsequently sent to railroad warehouses or platforms, is subject to car service rules while on delivery track, and storage rules after cars are unloaded at warehouses or platforms.

Freight upon which the free time has expired while on delivery tracks, and subsequently sent to warehouses or platforms, shall be subject to storage charges immediately when unloaded at warehouses or platforms.

Freight received for shipment at railroad warehouses or platforms will be charged storage if held more than forty-eight (48) hours from the first 7 A. M. after receipt to complete a shipment or for forwarding directions.

When freight is held at railroad warehouses or on platforms in excess of the free time allowed by this rule, charge will be made (after the free period) for storage at the rate of one (1) cent per 100 pounds per day for less than carload lots, and ten (10) cents per ton per day for carload lots. Any fractional part of twenty-four (24) hours will be computed as a day.

RULE 6.—**INBOUND FREIGHT.**—If not removed from Company's freight depots or platforms within six days from date of arrival, will be stored in licensed storage warehouses at consignee's risk and expense.

OUTBOUND FREIGHT.—If shipping instructions are not furnished within two days after delivery to the Company for forwarding, will be stored in licensed storage warehouses at shipper's risk and expense.

RULE 7.—In the handling of freight at New Orleans, not covered by car service rules, the following storage rates will be enforced:

(1) Flour, meal, grits, grain (see paragraph 6), packing house products, mill and ship stuffs, cow peas, hay, molasses, glucose, rice, and perishable freights will be allowed five days' free storage.

(2) On all other freight, only forty-eight hours free time will be given.

(3) The storage charge on all freight (except hay, grain, mill and ship stuffs, when stored in open yards, moss and sugar), shall be for the first ten days or fraction thereof, after the free limit, one cent per hundred pounds, and for each additional ten days, or fraction thereof, three-fourths of a cent per one hundred pounds.

(4) The rate on moss, after forty-eight (48) hours free time, will be as follows: 3d to 5th day, five cents per bale; 6th to 10th day, ten cents per bale; 11th to 15th day, twenty cents per bale; 16th to 20th day, twenty-five cents per bale; 21st to 30th day, thirty cents per bale, and after thirty (30) days, one cent per bale additional.

(5) Consignments of freight weighing less than one hundred pounds (except moss) will be charged for at the rate of one hundred pounds; and no charge will be made for less than five cents.

(6) The storage charge on sacked grain from elevator "C" held in shed No. 1 by order of owner, after twenty-four hours will be one cent per hundred pounds per day or fraction thereof.

(7) The rate on hay, grain, mill and ship stuffs, stored in open yards, after five days free time, shall be \$1 per carload or fraction thereof for the first ten days or fraction thereof, and fifty cents per carload or fraction thereof for each additional ten days or fraction thereof.

(8) The rate on sugar, after forty-eight hours free time, will be five cents per barrel or per sack for the first month or fraction thereof and four cents per barrel or per sack for each additional month or fraction thereof.

(9) When stored in open yards, the skidding and covering will be at the expense of the owner and at owner's risk of damage.

(10) After expiration of the free limit, the right is hereby reserved by the Railroad Company to store all freight in public warehouses at the expense of owners.

Binders Twine.—When shipped from New Orleans via I. C. R. R. or the Y. & M. V. R. R.; each thirty (30) days or fraction thereof one cent per hundred pounds.

Cement, Imported.—(a) When shipped from New Orleans via I. C. R. R. or the Y. & M. V. R. R. (see Note) October 1 to March 31, inclusive, first thirty (30) days or fraction thereof four cents per barrel. Each succeeding thirty (30) days or fraction thereof, 2 cents per barrel.

(b) When shipped from New Orleans via I. C. R. R. or the Y. & M. V. R. R. (see Note) April 1st to September 30th, inclusive, free.

NOTE.—These rules do not apply on shipments to points on and east of M. & O. R. R. main line and on and south of Southern Ry., Memphis Division. For rules to apply, see Tariff C 3707—I. C. C. No. 2276, or subsequent issues.

ILLINOIS CENTRAL RAILROAD COMPANY
and
ILLINOIS CENTRAL RAILROAD COMPANY, AGENT.
A 1031.

TABLE OF DISTANCES

Between all Stations on the

ILLINOIS CENTRAL RAILROAD

(Southern Lines.)

The distances shown herein are to be used in computing rates between stations in connection with local distance tariffs, where other tariffs are not in effect.

To determine the distance between stations on the main line and those on any branch line, use the mileage up to the junction, adding the distance beyond as shown herein.

Issued February 27, 1903.

Effective March 1, 1903.

Stephensburg.....Ky.	593	488	262	165	5	75	485	11	227	150	332	432	216	357	45	160	286
*Ballast Quarry.....Ky.	592	487	261	164	6	74	484	12	226	149	331	431	215	356	44	159	285
East View.....Ky.	590	485	259	162	8	72	482	14	224	147	329	429	213	354	42	157	283
*Summit.....Ky.	587	482	256	159	11	69	479	17	221	144	326	426	210	351	39	154	280
Big Clifty.....Ky.	583	478	252	155	15	65	475	21	217	140	322	422	206	347	35	150	276
*West Clifty.....Ky.	580	475	249	152	18	62	472	24	214	137	319	419	203	344	32	147	273
Grayson Springs.....Ky.	578	473	247	150	20	60	470	26	212	135	317	417	201	342	30	145	271
Leitchfield.....Ky.	573	468	242	145	25	55	465	31	207	130	312	412	196	337	25	140	266
*Keyzers.....Ky.	569	464	238	141	29	51	461	35	203	126	308	408	192	333	21	136	262
Millwood.....Ky.	567	462	236	139	31	49	459	37	201	124	306	406	190	331	19	134	260
Caneyville.....Ky.	561	456	230	133	37	43	453	43	195	118	300	400	184	325	13	128	254
Spring Lick.....Ky.	557	452	226	129	41	39	449	47	191	114	296	396	180	321	9	124	250
*Goffs.....Ky.	553	448	222	125	45	35	445	51	187	110	292	392	176	317	5	120	246
*White Run.....Ky.	551	446	220	123	47	33	443	53	185	108	290	390	174	315	3	118	244
Horse Branch.....Ky.	548	443	217	120	50	30	440	56	182	105	287	387	171	312	0	115	241
*Tunnel Switch.....Ky.	546	441	215	118	52	28	438	58	180	103	285	385	169	310	2	113	239
Rosine.....Ky.	545	440	214	117	53	27	437	59	179	102	284	384	168	300	3	112	238
Horton.....Ky.	542	437	211	114	56	24	434	62	176	99	281	381	165	306	6	109	235
Beaver Dam.....Ky.	536	431	205	108	62	18	428	68	170	93	275	375	159	300	12	103	229
*Render.....Ky.	534	429	203	106	64	16	426	70	168	91	273	373	157	298	14	101	227
*Williams.....Ky.	533	428	202	105	65	15	425	71	167	90	272	372	156	297	15	100	226
McHenry.....Ky.	533	428	202	105	65	15	425	71	167	90	272	372	156	297	15	100	226
Eclols.....Ky.	528	423	197	100	70	10	420	76	162	85	267	367	151	292	20	95	221
Rockport.....Ky.	527	422	196	99	71	9	419	77	161	84	266	366	150	291	21	94	220
*Nelson.....Ky.	524	419	193	96	74	6	416	80	158	81	263	363	147	288	24	91	217
Central City.....Ky.	518	413	187	90	80	0	410	86	152	75	257	357	141	282	30	85	211

FADUCAH DISTRICT.																	
*Mercer.....Ky.	515	410	184	87	83	3	407	89	149	72	254	354	138	279	33	82	208
*Hillside.....Ky.	514	409	183	86	84	4	406	90	148	71	253	353	137	278	34	81	207
*Powderly.....Ky.	513	408	182	85	85	5	405	91	147	70	252	352	136	277	35	80	206
Greenville.....Ky.	511	406	180	83	87	7	403	93	145	68	250	350	134	275	37	78	204

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
PADUCAH DIST.—Cont'd.																	
Luzerne..... Ky.	509	404	178	81	89	9	401	95	143	66	248	348	132	273	39	76	202
Depoy..... Ky.	508	403	177	80	90	10	400	96	142	65	247	347	131	272	40	75	201
+*Hazelton..... Ky.	504	399	173	76	94	14	396	100	138	61	243	343	127	268	44	71	197
McNary..... Ky.	502	397	171	74	96	16	394	102	136	59	241	341	125	266	46	69	195
*Bakersport..... Ky.	501	396	170	73	97	17	393	103	135	58	240	340	124	265	47	68	194
White Plains..... Ky.	498	393	167	70	100	20	390	106	132	55	237	337	121	262	50	65	191
Nortonville..... Ky.	494	389	163	66	104	24	386	110	128	51	233	333	117	258	54	61	187
St. Charles..... Ky.	488	383	157	60	110	30	380	116	122	45	227	327	111	252	60	55	181
+*Hamby..... Ky.	486	381	155	58	112	32	378	118	120	43	225	325	109	250	62	53	179
Isley..... Ky.	484	379	153	56	114	34	376	120	118	41	223	323	107	248	64	51	177
Dawson..... Ky.	480	375	149	52	118	38	372	124	114	37	219	319	103	244	68	47	173
*Claxton..... Ky.	472	367	141	45	125	45	364	131	107	30	211	311	96	236	75	40	165
*Scottsburg..... Ky.	468	363	137	41	129	49	360	135	103	26	207	307	92	232	79	36	161
*Cedar Bluff..... Ky.	466	361	135	39	131	51	358	137	101	24	205	305	90	230	81	34	159
Princeton..... Ky.	464	359	133	37	133	53	356	139	99	22	203	303	88	228	83	31	157
Dulaney..... Ky.	458	353	127	43	139	59	350	145	105	28	197	297	94	222	89	37	151
Eddyville..... Ky.	452	347	121	49	145	65	344	151	111	34	191	291	100	216	95	43	145
Kuttawa..... Ky.	450	345	119	51	147	67	342	153	113	36	189	289	102	214	97	45	143
*Cumberland..... Ky.	444	339	113	57	153	73	336	159	119	42	183	283	108	208	103	51	137
Grand Rivers..... Ky.	442	337	111	59	155	75	334	161	121	44	181	281	110	206	105	53	135
*Gravel Switch..... Ky.	440	335	109	61	157	77	332	163	123	46	179	279	112	204	107	55	133

Gilberstville.....Ky.	440	335	109	61	157	77	332	163	123	46	179	279	112	204	107	55	133
Calvert.....Ky.	435	330	104	66	162	82	327	168	128	51	174	274	117	199	112	60	128
*Little Cypress.....Ky.	429	324	98	72	168	88	321	174	134	57	168	268	123	193	118	66	122
*Stiles.....Ky.	426	321	95	75	171	91	318	177	137	60	165	265	126	190	121	69	119
Paducah.....Ky.	416	311	85	83	179	99	308	185	145	68	155	255	134	180	129	77	109

HODGENVILLE DISTRICT.

†*Section House.....Ky.	601	496	270	173	3	83	493	3	235	158	340	440	224	365	53	168	294
Elizabethtown.....Ky.	604	499	273	176	6	86	496	0	238	161	343	443	227	268	56	171	297
*Morgan.....Ky.	608	503	277	180	10	90	500	4	242	165	347	447	231	372	60	175	301
*Middle Creek.....Ky.	610	505	279	182	12	92	502	6	244	167	349	449	233	374	62	177	303
Tonienville.....Ky.	611	506	280	183	13	93	503	7	245	168	350	450	234	375	63	178	304
Hodgenville.....Ky.	615	510	284	187	17	97	507	11	249	172	354	454	238	379	67	182	308

OWENSBORO DISTRICT.

†*Dan.....Ky.	551	446	220	124	53	33	443	59	185	107	290	390	174	315	3	117	244
*Olaton.....Ky.	554	449	223	127	56	36	446	62	188	110	293	393	177	318	6	120	247
Davidson.....Ky.	557	452	226	130	59	39	449	65	191	113	296	396	180	321	9	123	250
Narrows.....Ky.	559	454	228	132	61	41	451	67	193	115	298	398	182	323	11	125	252
†*Boards Siding.....Ky.	561	456	230	134	63	43	453	69	195	117	300	400	184	325	13	127	254
Fordsville.....Ky.	564	459	233	137	66	46	456	72	198	120	303	403	187	328	16	130	257
Reynolds.....Ky.	567	462	236	140	69	49	459	75	201	123	306	406	190	331	19	133	260
Deane field.....Ky.	569	464	238	142	71	51	461	77	203	125	308	408	192	333	21	135	262
Whitesville.....Ky.	574	469	243	147	76	56	466	82	208	130	313	413	197	338	26	140	267
*Haynes.....Ky.	576	471	245	149	78	58	468	84	210	132	315	415	199	340	28	142	269
Shorts.....Ky.	578	473	247	151	80	60	470	86	212	134	317	417	201	342	30	144	271
*Todd's Siding.....Ky.	582	477	251	155	84	64	474	90	216	138	321	421	205	346	34	148	275
*Oak Ridge.....Ky.	585	480	254	158	87	67	477	93	219	141	324	424	208	349	37	151	278
Owensboro.....Ky.	589	484	258	162	91	71	481	97	223	145	328	428	212	353	41	155	282

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
EVANSVILLE DISTRICT.																	
Hopkinsville..... Ky.	495	390	164	68	164	84	387	170	130	10	234	334	119	259	114	0	188
*Woodville..... Ky.	490	385	159	63	159	79	382	165	126	6	229	329	115	254	110	4	183
Gracey..... Ky.	385	380	154	58	154	74	377	160	121	0	224	324	110	249	105	9	178
Cerulean Springs..... Ky.	478	373	147	51	147	67	370	153	114	6	217	317	103	242	98	16	171
Cobb..... Ky.	474	369	143	47	143	63	366	149	110	10	213	313	99	238	94	20	167
Otter Pond..... Ky.	471	366	140	44	140	60	363	146	106	14	210	310	95	235	90	24	164
*McGowan..... Ky.	468	363	137	41	137	57	360	143	103	17	207	307	92	232	87	27	161
Crider..... Ky.	471	366	140	30	140	60	363	146	92	28	210	310	81	235	90	38	164
*Bakers..... Ky.	474	369	143	27	143	63	366	149	89	31	213	313	78	238	93	41	167
Fredonia..... Ky.	477	372	146	24	146	66	369	152	86	34	216	316	75	241	96	44	170
*Mexico..... Ky.	481	376	150	20	150	70	373	156	82	38	220	320	71	245	100	48	174
Crayneville..... Ky.	484	379	153	17	153	73	376	159	79	44	223	323	68	248	103	51	177
Marion..... Ky.	489	384	158	12	158	78	381	164	74	46	228	328	63	253	108	56	182
*Repton..... Ky.	494	389	163	7	163	93	386	169	69	51	233	333	58	258	113	61	187
*Nunns..... Ky.	499	394	168	2	168	98	391	174	64	56	238	338	53	263	118	66	192
Blackford..... Ky.	501	396	170	0	170	90	393	176	62	58	240	340	51	265	120	68	194
Sullivan..... Ky.	505	400	174	4	174	94	397	180	58	62	244	344	47	269	124	72	198
Sturgis..... Ky.	509	404	178	8	178	98	401	184	54	66	248	348	43	273	128	76	202
DeKoven..... Ky.	514	409	183	13	183	103	406	189	49	71	253	353	38	278	133	81	207
Henshaw..... Ky.	519	414	188	18	188	108	411	194	44	76	258	358	33	283	138	86	212
Grove Center..... Ky.	522	417	191	21	191	111	414	197	41	79	261	361	30	286	141	89	215

*Harding.....Ky.	524	419	193	23	193	113	416	199	39	81	263	363	28	288	143	91	217
Morganfield.....Ky.	529	424	198	28	198	118	421	204	34	86	268	368	23	293	148	96	212
Flournoy.....Ky.	532	427	201	31	201	121	424	207	31	89	271	371	20	296	151	99	225
*St. Vincent.....Ky.	533	428	202	32	202	122	425	208	30	90	272	372	19	297	152	100	226
Waverly.....Ky.	534	429	203	33	203	123	426	209	29	91	273	373	18	298	153	101	227
*Highland.....Ky.	538	433	207	37	207	127	430	213	25	95	277	377	14	302	157	105	231
Corydon.....Ky.	542	437	211	41	211	131	434	217	21	99	281	381	10	306	161	107	235
Wilson.....Ky.	546	441	215	45	215	135	438	221	17	103	285	385	6	310	165	113	239
*Weaverton.....Ky.	550	445	219	49	219	139	442	225	13	107	289	389	2	314	169	117	243
Henderson.....Ky.	552	447	221	51	221	141	444	227	11	109	291	391	0	316	171	119	245
*Major.....Ky.	557	452	226	56	226	146	449	232	6	114	296	396	6	321	176	124	250
*McClain.....Ky.	558	453	227	57	227	147	450	233	5	115	297	397	5	322	177	125	251
Evansville.....Ind.	563	458	232	62	232	152	455	238	0	120	302	402	11	327	182	130	256
DIXON BRANCH.																	
*Virginia.....Ky.	505	400	174	4	174	94	397	180	66	62	244	344	55	269	124	72	198
Wheatcroft.....Ky.	506	401	175	5	175	95	398	181	67	63	245	345	56	270	125	73	199
Clay (Webster Co.).....Ky.	510	405	179	9	179	99	402	185	71	67	249	349	60	274	129	77	203
*Monte Carlo.....Ky.	513	408	182	12	182	102	405	188	74	70	252	352	63	277	132	80	206
*Curlee.....Ky.	513	408	182	12	182	102	405	188	74	70	252	352	63	277	132	80	206
Lisman.....Ky.	514	409	183	13	183	103	406	189	75	71	253	353	64	278	133	81	207
*Jolly.....Ky.	515	410	184	14	184	104	407	190	76	72	254	354	65	279	134	82	208
*West Vandersburg.....Ky.	516	411	185	15	185	105	408	191	77	73	255	355	66	280	135	83	209
Dixon.....Ky.	519	414	188	18	188	108	411	194	80	76	258	358	69	283	138	86	212
UNIONTOWN BRANCH.																	
*Chapman.....Ky.	531	426	200	30	200	120	423	206	36	88	270	370	25	295	150	98	224
Uniontown.....Ky.	535	430	204	34	204	124	427	210	41	92	274	374	29	299	154	102	228

ILLINOIS CENTRAL RAILROAD COMPANY, TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
	FULTON DISTRICT.																
*Krebs.....Ky.	411	306	80	90	186	107	303	192	152	74	150	250	141	175	137	84	104
†Florence.....Ky.	409	304	78	92	188	109	301	194	154	76	148	248	143	173	139	86	102
*Lang.....Ky.	405	300	74	96	192	113	297	198	158	80	144	244	147	169	143	90	98
Boaz.....Ky.	403	298	72	98	194	115	295	200	160	82	142	242	149	167	145	92	96
Hickory.....Ky.	399	294	68	102	198	119	291	204	164	86	138	238	153	163	149	96	92
Mayfield.....Ky.	393	288	60	108	204	125	285	210	170	92	132	232	159	157	155	102	86
*Clay (Graves Co.).....Ky.	389	284	57	112	208	129	281	214	174	96	128	228	163	153	159	106	82
Pryors.....Ky.	388	283	56	113	209	130	280	215	175	97	127	227	164	152	160	107	81
Wingo.....Ky.	384	279	52	117	213	134	276	219	179	101	123	223	168	148	164	111	77
Water Valley.....Ky.	377	272	45	124	220	141	269	226	186	108	116	216	175	141	171	118	70
Fulton.....Ky.	372	267	41	129	226	146	264	232	191	114	111	211	180	136	176	124	65
Pierce.....Tenn.	375	270	44	132	229	149	267	235	194	117	114	214	183	139	179	127	68
Harris.....Tenn.	376	271	47	135	232	152	268	238	197	120	117	215	186	142	182	130	71
Paducah Junction.....Tenn.	372	267	51	139	235	156	264	242	205	123	120	212	190	146	186	133	75
Rives.....Tenn.	368	263	55	143	240	160	260	246	205	128	125	207	194	150	191	138	79
*Moffatt.....Tenn.	365	260	58	146	243	163	257	249	208	131	128	204	197	153	194	141	82
Polk.....Tenn.	362	257	61	149	246	166	254	252	211	134	131	201	200	156	197	144	85
Obion.....Tenn.	357	252	66	154	251	171	249	257	216	139	136	196	205	161	202	149	90
Trimble.....Tenn.	353	248	70	158	255	175	245	261	220	143	140	192	209	165	206	153	94
*Templeton.....Tenn.	349	244	74	162	259	179	241	265	224	147	144	188	213	169	210	157	98
Newbern.....Tenn.	346	241	77	165	262	182	238	268	227	150	147	185	216	172	213	160	101

*Hunsackers.....Tenn.	340	235	83	171	268	188	232	274	233	156	153	179	222	178	219	166	107
Dyersburg.....Tenn.	336	231	87	175	272	192	226	278	237	160	157	175	226	182	223	170	111
Fowlkes.....Tenn.	332	227	91	179	276	196	222	282	241	164	161	171	230	186	227	174	115
*South Fork.....Tenn.	329	224	94	182	279	199	219	285	244	167	164	168	233	189	230	177	118
Halls.....Tenn.	325	220	98	186	283	203	215	289	248	171	168	164	237	193	234	181	122
Gates.....Tenn.	323	218	100	188	285	205	213	291	250	173	170	162	239	195	236	183	124
Curve.....Tenn.	318	213	105	193	290	210	208	296	255	178	175	157	244	200	241	188	129
*Flippin.....Tenn.	316	211	107	195	292	212	206	298	257	180	177	155	246	202	243	190	131
Ripley.....Tenn.	312	207	111	199	296	216	202	302	261	184	181	151	250	206	247	191	135
*Williams.....Tenn.	309	204	114	202	299	219	199	305	264	187	184	148	253	209	250	197	138
Henning.....Tenn.	306	201	117	205	302	222	196	308	267	190	187	145	256	212	253	200	141
*Rialto.....Tenn.	303	198	120	208	305	225	193	311	270	193	190	142	259	215	256	203	144
Covington.....Tenn.	298	193	125	213	310	230	188	316	275	198	195	137	264	212	261	208	149
*McLrose.....Tenn.	294	189	129	217	314	234	184	320	279	202	199	133	268	208	265	212	153
Brighton.....Tenn.	291	186	132	220	317	237	181	323	282	205	202	130	271	205	268	215	156
Atoka.....Tenn.	286	181	137	225	322	242	176	328	287	210	207	125	276	200	273	220	161
Tipton.....Tenn.	283	178	140	228	325	245	173	331	290	213	210	122	279	197	276	223	164
Kerrville.....Tenn.	280	175	143	231	328	248	170	334	293	216	213	119	282	194	279	226	167
Millington.....Tenn.	277	172	146	234	331	251	167	337	396	219	216	116	285	191	282	229	170
Lucy.....Tenn.	273	168	150	238	335	255	163	341	300	223	212	112	289	187	286	233	174
Woodstock.....Tenn.	270	165	153	241	338	258	160	344	303	226	209	109	292	184	289	236	177
*St. Elmo.....Tenn.	266	161	157	245	342	262	156	348	307	230	205	105	296	180	293	240	181
*Frayser.....Tenn.	265	160	158	246	343	263	155	349	308	231	204	104	297	179	294	241	182
Memphis.....Tenn.	261	156	162	250	347	267	153	353	312	235	200	100	301	175	297	245	186
TROY BRANCH.																	
Troy.....Tenn.	370	265	63	151	248	168	262	254	213	136	133	209	202	158	199	146	87
DYERSBURG BRANCH.																	
Dyersburg.....Tenn.	336	231	87	175	272	192	226	278	237	160	157	175	236	182	223	170	111
*Switch No. 15.....Tenn.	241	236	92	180	277	197	231	283	242	165	162	180	221	187	223	175	116

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And		Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
DYERSBURG BR.—Cont'd.																		
*Mengels.....	Tenn.	243	238	96	182	279	199	233	285	244	167	164	182	233	189	230	177	118
*Richwood.....	Tenn.	243	238	96	182	279	199	233	285	244	167	164	182	233	189	230	177	118
*Stevens Junction.....	Tenn.	246	241	99	185	282	202	236	288	247	170	167	185	236	192	233	180	121
*Band Mill.....	Tenn.	250	245	101	189	286	206	240	292	251	174	171	189	240	196	237	184	125
*Imperial.....	Tenn.	249	244	102	178	285	205	239	291	250	173	170	188	239	195	236	183	124
*Stinger.....	Tenn.	250	245	103	189	286	206	240	292	251	174	171	189	240	196	237	184	125
*Bagby.....	Tenn.	251	246	104	190	287	207	241	293	252	175	172	190	241	197	238	185	126
GRENADA DISTRICT.																		
†*Nonconah.....	Tenn.	256	151	169	257	354	274	148	360	319	242	195	95	308	170	304	252	193
Raines.....	Tenn.	253	148	172	260	357	277	145	363	322	245	192	92	311	167	307	255	196
Horn Lake.....	Miss.	249	144	176	264	361	281	141	367	326	249	188	88	315	163	311	259	200
†*Alden.....	Miss.	247	142	178	266	363	283	139	369	328	251	186	86	317	161	313	261	202
Nesbitt.....	Miss.	243	138	182	270	367	287	135	373	332	255	182	82	321	151	317	265	206
Hernando.....	Miss.	239	134	186	274	371	291	131	377	336	259	178	78	325	153	321	269	209
Love.....	Miss.	233	128	192	280	377	297	125	383	342	265	172	72	331	147	327	275	215
*Guy.....	Miss.	231	126	194	282	379	299	123	385	344	267	171	70	333	145	329	277	217
Coldwater.....	Miss.	230	125	195	283	380	300	122	386	345	268	169	69	334	144	330	278	215
Senatobia.....	Miss.	224	119	201	289	386	306	116	392	351	274	163	63	340	138	336	284	209
Como.....	Miss.	217	112	208	296	389	309	109	395	354	277	156	56	343	131	339	287	202

Sardis..... Miss.	211	106	214	302	395	315	103	401	360	283	150	50	349	125	345	293	196
*Tallahatchie..... Miss.	207	102	218	306	399	319	99	405	364	287	146	46	353	121	349	297	192
Batesville..... Miss.	202	97	223	311	404	324	94	410	369	292	141	41	358	116	354	302	187
Courtland..... Miss.	197	92	228	316	409	329	89	415	374	297	136	36	363	111	359	307	182
Pope..... Miss.	195	90	230	318	411	331	87	417	376	299	134	34	365	109	361	309	180
Harrison..... Miss.	188	83	237	325	418	338	80	424	383	306	127	27	372	102	368	316	173
Oakland..... Miss.	183	78	242	330	423	343	75	429	388	311	122	22	377	97	373	321	168
Tallatoba..... Miss.	177	72	248	336	429	349	69	435	394	317	116	16	383	91	379	327	162
Scobey..... Miss.	174	69	251	339	432	352	66	438	397	320	113	13	386	88	382	330	159
Hardy..... Miss.	169	64	256	344	437	357	61	443	402	325	108	8	391	83	387	335	154
+*Riverdale..... Miss.	163	58	254	342	439	359	55	445	404	324	102	2	393	77	389	334	148
*Memphis Junction..... Miss.	162	57	251	339	436	356	54	442	401	321	99	1	390	74	386	331	145
CAIRO DISTRICT.																	
Cairo..... Ill.	420	315	7	177	274	194	312	280	239	162	159	259	228	184	224	172	113
*Ballard..... Ky.	413	308	0	170	267	187	305	273	232	155	152	252	221	177	217	165	106
*Fillmore..... Ky.	411	306	2	168	265	185	303	271	230	153	150	250	219	175	215	163	104
Wickliffe..... Ky.	409	304	4	166	263	183	301	269	228	151	148	248	217	173	213	161	102
*Fort Jefferson..... Ky.	408	303	5	165	262	182	300	268	227	150	147	247	216	172	212	160	101
+*Mayfield Jct..... Ky.	403	298	10	160	257	177	295	263	222	145	142	242	211	167	207	155	96
Bardwell..... Ky.	401	296	12	158	255	175	293	261	220	143	140	240	209	165	205	153	94
Arlington..... Ky.	395	290	18	152	249	169	287	255	214	137	134	234	203	159	199	147	88
+*Grafton..... Ky.	392	287	21	149	246	166	284	252	211	134	131	231	200	156	196	144	85
Clinton..... Ky.	386	281	27	143	240	160	278	246	205	128	125	225	194	150	190	138	79
*Thurman..... Ky.	382	277	31	139	236	156	274	242	201	124	121	221	190	146	186	134	75
Alexander..... Ky.	379	274	34	136	233	153	271	239	198	121	118	218	187	143	183	131	72
*Buda..... Ky.	376	271	37	133	230	150	268	236	195	118	115	215	184	140	180	128	69
Fulton..... Ky.	372	267	41	129	226	146	264	232	191	114	111	211	180	136	176	124	65
McConnell..... Tenn.	367	262	46	134	231	151	259	237	196	119	106	206	185	131	181	129	60
Martin..... Tenn.	361	256	52	140	237	157	253	243	202	125	100	200	191	125	187	135	54
*Hillside..... Tenn.	357	252	56	144	241	161	249	247	206	129	96	196	195	121	191	139	50
Sharon..... Tenn.	353	248	60	148	245	165	245	251	210	133	92	192	199	117	195	143	46

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	JACKSON DISTRICT.																
	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
CAIRO DISTRICT—Cont'd.																	
*Bean.....Tenn.	350	245	63	151	248	168	242	254	213	136	89	189	202	114	198	146	43
Greenfield.....Tenn.	347	242	66	154	251	171	239	257	216	139	86	186	205	111	201	149	40
Russell.....Tenn.	342	237	71	159	256	176	234	262	221	144	81	181	210	106	206	154	35
*Idlewild.....Tenn.	338	233	75	163	260	180	230	266	225	148	77	177	214	102	210	158	31
*Cades.....Tenn.	335	230	78	166	263	183	227	269	228	151	74	174	217	99	213	161	28
Milan.....Tenn.	330	225	83	171	268	188	222	274	233	156	69	169	222	94	218	166	23
*Sitka.....Tenn.	327	222	86	174	271	191	219	277	236	159	66	166	225	91	221	169	20
Medina.....Tenn.	322	217	91	179	276	196	214	282	241	164	61	161	230	86	226	174	15
*Oakfield.....Tenn.	315	210	98	186	283	203	207	289	248	171	54	154	237	79	233	181	8
*Lawrence.....Tenn.	311	206	102	190	287	207	203	293	252	175	50	150	241	75	237	185	4
JACKSON DISTRICT.																	
Jackson.....Tenn.	307	202	106	194	291	211	199	297	256	179	46	146	245	71	241	189	0
*Malesus.....Tenn.	303	198	110	198	295	215	195	301	260	183	42	142	249	67	245	193	4
Medon.....Tenn.	296	191	117	205	302	222	188	308	267	190	35	135	256	60	252	200	11
*Teague.....Tenn.	292	187	121	209	306	226	184	312	271	194	31	131	260	56	256	204	15
Toone.....Tenn.	287	182	126	214	311	231	179	317	276	199	26	126	265	51	261	209	20
*Shandy.....Tenn.	283	178	130	218	315	235	175	321	280	203	22	122	269	47	265	213	24
*Conger.....Tenn.	282	177	131	219	316	236	174	322	281	204	21	121	270	46	266	214	25
Bolivar.....Tenn.	279	174	134	222	319	239	171	325	284	207	18	118	273	43	269	217	28

Middleburg.....Tenn.	273	168	140	228	325	245	165	331	290	213	12	112	279	37	275	233	34
Hickory Valley.....Tenn.	269	164	144	232	329	249	161	335	294	217	8	108	283	33	279	227	38
*Temple.....Tenn.	261	160	148	236	333	253	157	339	298	221	4	104	287	29	283	231	42
Grand Junction.....Tenn.	265	156	152	240	337	257	153	343	302	225	0	100	291	25	287	235	46
Michigan City.....Miss.	255	150	158	246	343	263	147	349	308	231	6	94	297	19	293	241	52
Lamar.....Miss.	249	144	164	252	349	269	141	355	314	237	12	88	303	13	299	247	58
Hudsonville.....Miss.	244	139	169	257	354	274	136	360	319	242	17	83	308	8	304	252	63
Holly Springs.....Miss.	236	131	177	265	362	282	128	368	327	250	25	75	316	0	312	260	71
*Forrest.....Miss.	233	128	180	268	365	285	125	371	330	253	28	72	319	3	315	263	74
*Sand Spur.....Miss.	230	125	183	271	368	288	122	374	333	256	31	69	322	6	318	266	77
Waterford.....Miss.	227	122	186	274	371	291	119	377	336	259	34	66	325	9	321	269	80
*Malone.....Miss.	222	117	191	279	376	296	114	382	341	264	39	61	330	14	326	274	85
Abbeville.....Miss.	217	112	196	284	381	301	109	387	346	269	44	56	335	19	331	279	90
*College Hill.....Miss.	210	105	203	291	388	308	102	394	353	276	51	49	342	26	338	286	97
Oxford.....Miss.	207	102	206	294	391	311	99	397	356	279	54	46	345	29	341	289	100
Taylor.....Miss.	199	94	214	302	399	319	91	405	364	287	62	38	353	37	349	297	108
*Springdale.....Miss.	195	90	218	306	403	323	87	409	368	291	66	34	357	41	353	301	112

WATER VALLEY DISTRICT.

Water Valley.....Miss.	190	85	223	311	408	328	82	414	373	296	71	29	362	46	358	306	117
*Dickson.....Miss.	183	78	230	318	415	335	75	421	380	303	78	22	369	53	365	313	124
Coffeeville.....Miss.	177	72	236	324	421	341	69	427	386	309	84	16	375	59	371	319	130
Torrance.....Miss.	169	64	244	332	429	349	61	435	394	317	92	8	383	67	379	327	138
*Memphis Jct.....Miss.	162	57	251	339	436	356	54	442	401	324	99	1	390	74	386	334	145
Grenada.....Miss.	161	56	252	340	437	357	53	443	402	325	100	0	391	75	387	335	146
*Snappson.....Miss.	156	51	257	345	442	362	48	448	407	330	105	5	396	80	392	340	151
Elliott.....Miss.	153	48	260	348	445	365	45	451	410	333	108	8	399	83	395	343	154
Duck Hill.....Miss.	149	44	264	352	449	369	41	455	414	337	112	12	403	87	399	347	158
*Eskridge.....Miss.	145	40	268	356	453	373	37	459	418	341	116	16	407	91	403	351	162
*Sawyer.....Miss.	141	36	272	360	457	377	33	463	422	345	120	20	411	95	407	355	166
Winona.....Miss.	138	33	275	363	460	380	30	466	425	348	123	23	414	98	410	358	169
*Foltz.....Miss.	135	30	278	366	463	383	27	469	428	351	126	26	417	101	413	361	172

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
WATER VALLEY DISTRICT.																	
<i>—Continued.</i>																	
*Carroll.....	Miss.	130	25	283	371	468	388	22	474	433	356	131	31	106	418	366	177
Vaiden.....	Miss.	128	23	285	373	470	390	20	476	435	358	133	33	108	420	368	179
*Beatty.....	Miss.	123	18	290	378	475	395	15	481	440	363	138	38	113	425	473	184
*Cain.....	Miss.	121	16	292	380	477	397	13	483	442	365	140	40	115	427	375	186
West.....	Miss.	118	13	295	383	480	400	10	486	445	368	143	43	118	430	378	189
*Hoffman.....	Miss.	114	9	299	387	484	404	6	490	449	372	147	47	122	434	382	193
Durant.....	Miss.	108	3	305	393	490	410	3	496	455	378	153	53	128	440	388	199
*Aberdeen Jct.....	Miss.	105	0	308	396	493	413	0	499	458	381	156	56	131	443	391	202
Goodman.....	Miss.	110	5	313	401	498	418	8	504	463	386	161	61	136	448	396	207
Pickens.....	Miss.	117	12	320	408	505	425	15	511	470	393	168	68	143	455	403	214
Vaughn.....	Miss.	123	18	326	414	511	431	21	517	476	399	174	74	149	461	409	220
Ways Bluff.....	Miss.	128	23	331	419	516	436	26	522	481	404	179	79	154	466	414	225
*Davis.....	Miss.	131	26	334	422	519	439	29	525	484	407	182	82	157	469	417	228
CANTON DISTRICT.																	
Canton.....	Miss.	137	32	340	428	525	445	35	531	490	413	188	88	163	475	423	234
*Sloan.....	Miss.	140	35	343	431	528	448	38	534	493	416	191	91	166	478	426	237
Calhoun.....	Miss.	144	39	347	435	532	452	42	538	497	420	195	95	170	482	430	241
Madison.....	Miss.	148	43	351	439	536	456	46	542	501	424	199	99	174	486	434	245

Ridgland.....Miss.	151	46	354	442	539	459	49	545	504	427	202	102	493	177	489	437	248
Tougaloo.....Miss.	153	48	356	444	541	461	51	547	506	429	204	104	495	179	491	439	250
Jackson.....Miss.	160	55	363	451	548	468	58	554	513	436	211	111	502	186	498	446	257
*Pearl.....Miss.	166	61	369	457	554	474	64	560	519	442	217	117	508	192	504	452	263
Byram.....Miss.	169	64	372	460	557	477	67	563	522	445	220	120	511	195	507	455	266
*Pierce & Gibbs.....Miss.	172	67	375	463	560	480	70	566	525	448	223	123	514	198	510	458	269
*Box Factory.....Miss.	175	70	378	466	563	483	73	569	528	451	226	126	517	201	513	461	272
Terry.....Miss.	176	71	379	467	564	484	74	570	529	452	227	127	518	202	514	462	273
*Dupre.....Miss.	181	76	384	472	569	489	79	575	534	457	232	132	523	207	519	467	278
Crystal Springs.....Miss.	185	80	388	476	573	493	83	579	538	461	236	136	527	211	523	471	282
Gallman.....Miss.	189	84	392	480	577	497	87	583	542	465	240	140	531	215	527	475	286
*Hazlehurst Lumber Co.....Miss.	192	87	395	483	580	500	90	586	545	468	243	143	534	218	530	478	289
Hazlehurst.....Miss.	194	89	397	485	582	502	92	588	547	470	245	145	536	220	532	480	291
Martinsville.....Miss.	199	94	402	490	587	507	97	593	552	475	250	150	541	225	537	485	296
Beauregard.....Miss.	204	99	407	495	592	512	102	598	557	480	255	155	546	230	542	490	301
Wesson.....Miss.	206	101	409	497	594	514	104	600	559	482	257	157	548	232	544	492	303
Montgomery.....Miss.	210	105	413	501	598	518	108	604	563	486	261	161	552	236	548	496	307
St. Charles.....Miss.	213	108	416	504	601	521	111	607	566	489	264	164	555	239	551	499	310
Brookhaven.....Miss.	214	109	417	505	602	522	112	608	567	490	265	165	556	240	552	500	311
Leons.....Miss.	215	110	418	506	603	523	113	609	568	491	266	166	557	241	553	501	312
*Hartmans.....Miss.	218	113	421	509	606	526	116	612	571	494	269	169	560	244	556	504	315
*Soudan.....Miss.	219	114	422	510	607	527	117	613	572	495	270	170	561	245	557	505	316
*Cold Springs.....Miss.	222	117	425	513	610	530	120	616	575	498	273	173	564	248	560	508	319
Bogue Chitto.....Miss.	225	120	428	516	613	533	123	619	578	501	276	176	567	251	563	511	322
Norfield.....Miss.	227	122	430	518	615	535	125	621	580	503	278	178	569	253	565	513	324
Johnston.....Miss.	231	126	434	522	619	539	129	625	584	507	282	182	573	257	569	517	328
*Sanders.....Miss.	234	129	437	525	622	542	132	628	587	510	285	185	576	260	572	520	331
Summit.....Miss.	235	130	438	526	623	543	133	629	588	511	286	186	577	261	573	521	332
Champion Compress.....Miss.	236	131	439	527	624	544	134	630	589	512	287	187	578	262	574	522	333

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
M'COMB DISTRICT.																	
McComb.....	Miss.	238	441	529	626	546	136	632	591	514	289	189	580	264	576	524	335
*White's Mill.....	Miss.	239	442	530	627	547	137	633	592	515	290	190	581	265	577	525	336
*Quinn's.....	Miss.	240	443	531	628	548	138	634	593	516	291	191	582	266	578	526	337
*Fernwood.....	Miss.	243	446	534	631	551	141	637	596	519	294	194	585	269	581	529	340
Magnolia.....	Miss.	245	448	536	633	553	143	639	598	521	296	196	587	271	583	531	342
*Paheys.....	Miss.	246	441	537	634	554	144	640	599	522	297	197	588	272	584	532	343
*Cook.....	Miss.	247	450	538	635	555	145	641	600	523	298	198	589	273	585	533	344
*Bartletts.....	Miss.	248	451	539	636	556	146	642	601	524	299	199	590	274	586	534	345
*Stevens.....	Miss.	250	453	541	638	558	148	644	603	526	301	201	592	276	588	536	347
Chatawa.....	Miss.	251	454	542	639	559	149	645	604	527	302	202	593	277	589	537	348
*Chalmette G. & S. Co.....	Miss.	252	455	543	640	560	150	646	605	528	303	203	594	278	590	538	349
Osyka.....	Miss.	255	458	546	643	563	153	649	608	531	306	206	597	281	593	541	352
*Long Leaf Lumber Co.....	Miss.	257	460	548	645	565	155	651	610	533	308	208	599	283	595	543	354
*Greenlaw.....	La.	258	461	549	646	566	156	652	611	534	309	209	600	284	596	544	355
Kentwood.....	La.	260	463	551	648	568	158	654	613	536	311	211	602	286	598	546	357
*Kents Mill.....	La.	261	464	552	649	569	159	655	614	537	312	212	603	287	599	547	358
*Simonds.....	La.	262	465	553	650	570	160	656	615	538	313	213	604	288	600	548	359
Tangipahoa.....	La.	265	468	556	653	573	163	659	618	541	316	216	607	291	603	551	362

*Newsom's Mill.....La.	266	161	469	557	654	574	164	660	619	542	317	217	608	292	604	552	363
*Hyde.....La.	268	163	471	559	656	576	166	662	621	544	319	219	610	294	606	554	365
*Flukers.....La.	269	164	472	560	657	577	167	663	622	545	320	220	611	295	607	555	366
Arcola.....La.	271	166	474	562	659	579	169	665	624	547	322	222	613	297	609	557	368
Roseland.....La.	272	167	475	563	660	580	170	666	625	548	323	223	614	298	610	558	369
Amite.....La.	275	170	478	566	663	583	173	669	628	551	326	226	617	301	613	561	372
Gulletts.....La.	276	171	479	567	664	584	174	670	629	552	327	227	618	302	614	562	373
*Kemp.....La.	277	172	480	568	665	585	175	671	630	553	328	228	619	303	615	563	374
*Akers.....La.	278	173	481	569	666	586	176	672	631	554	329	229	620	304	616	564	375
*Millards.....La.	279	174	482	570	667	587	177	673	632	555	330	230	621	305	617	565	376
Independence.....La.	281	176	484	572	669	589	179	675	634	557	332	232	623	307	619	567	378
Tickfaw.....La.	285	180	488	576	673	593	183	679	638	561	336	236	627	311	623	571	382
*Dunns.....La.	288	183	491	579	676	596	186	682	641	564	339	239	630	314	626	574	385
Natalbany.....La.	289	184	492	580	677	597	187	683	642	565	340	240	631	315	627	575	386
Hammond.....La.	291	186	494	582	679	599	189	685	644	567	342	242	633	317	629	577	388
*Chester.....La.	293	188	496	584	681	601	191	687	646	569	344	244	635	319	631	579	390
*Campbells.....La.	294	189	497	585	682	602	192	688	647	570	345	245	636	320	632	580	391
Ponchatoula.....La.	295	190	498	586	683	603	193	689	648	571	346	246	637	321	633	581	392
*Warwick.....La.	300	195	503	591	688	608	198	694	653	576	351	251	642	326	638	586	397
*Strader.....La.	303	198	506	594	691	611	201	697	656	579	354	254	645	329	641	589	400
Manchac.....La.	306	201	509	597	694	614	204	700	659	582	357	257	648	332	644	592	403
*Oteri.....La.	309	204	512	600	697	617	207	703	662	585	360	260	651	335	647	595	406
Ruddock.....La.	312	207	515	603	700	620	210	706	665	588	363	263	654	338	650	598	409
*DeSuir.....La.	314	209	517	605	702	622	212	708	667	590	365	265	656	340	652	600	411
Frenier.....La.	319	214	522	610	707	627	217	713	672	595	370	270	661	345	657	605	416
*LeBranch.....La.	324	219	527	615	712	632	222	718	677	600	375	275	666	350	662	610	421
*Fallon.....La.	329	224	532	620	717	637	227	723	682	605	380	280	671	355	667	615	426
*Kenner Jct.....La.	332	227	535	623	720	640	230	726	685	608	383	283	674	358	670	618	429
Kenner.....La.	333	228	536	624	721	641	231	727	686	609	384	284	675	359	671	619	430
*Harahan.....La.	335	230	538	626	723	643	233	729	688	611	386	286	677	361	673	621	432
*Sauve.....La.	337	232	540	628	725	645	235	731	690	613	388	288	679	363	675	623	434
*N. O. & W. Jet.....La.	337	232	540	628	725	645	235	731	690	613	388	288	679	363	675	623	434
New Orleans.....La.	344	239	547	635	732	652	242	738	697	620	395	295	686	370	682	630	441

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And																	
	Aberdeen, Miss.	Aberdeen Jct., Miss.	Ballard, Ky.	Blackford, Ky.	Cecelia, Ky.	Central City, Ky.	Durant, Miss.	Elizabethtown, Ky.	Evansville, Ind.	Gracey, Ky.	Grand Jct., Tenn.	Grenada, Miss.	Henderson, Ky.	Holly Springs, Miss.	Horse Branch, Ky.	Hopkinsville, Ky.	Jackson, Tenn.
ABERDEEN DISTRICT.																	
Sallis.....Miss.	98	7	315	403	500	420	10	506	465	388	163	63	454	138	450	398	209
Kosciusko.....Miss.	87	18	326	414	511	431	21	517	476	399	174	74	465	149	461	409	220
Ethel.....Miss.	78	27	335	423	520	440	30	526	485	408	183	83	474	158	470	418	229
§*Gregory.....Miss.	77	28	336	424	521	441	31	527	486	409	184	84	475	159	471	419	230
McCool.....Miss.	69	36	344	432	529	449	39	535	494	417	192	92	483	167	479	427	238
Weir.....Miss.	63	42	350	438	535	455	45	541	500	423	198	98	489	173	485	433	244
Fentress.....Miss.	58	47	355	443	540	460	50	546	505	428	203	103	494	178	490	438	249
Ackerman.....Miss.	55	50	358	446	543	463	53	549	508	431	206	106	497	181	493	441	252
§*Tuscan.....Miss.	54	51	359	447	544	464	54	550	509	432	207	107	498	182	494	442	253
Sturgis.....Miss.	46	59	367	455	552	472	62	558	517	440	215	115	506	190	502	450	261
*Bugh.....Miss.	45	60	368	456	553	473	63	559	518	441	216	116	507	191	503	451	262
*Bradley.....Miss.	42	63	371	459	556	476	66	562	521	444	219	119	510	194	506	454	265
Longview.....Miss.	38	67	375	463	560	480	70	566	525	448	223	123	514	198	510	458	269
Starkville.....Miss.	31	74	382	470	567	487	77	573	532	455	230	130	521	205	517	465	276
Oshorn.....Miss.	24	81	389	477	574	494	84	580	539	462	237	137	528	212	524	472	283
*Muldrow.....Miss.	21	84	392	480	577	497	87	583	542	465	240	140	531	215	527	475	286
West Point.....Miss.	17	88	396	484	581	501	91	587	546	469	244	144	535	219	531	479	290
Strongs.....Miss.	10	95	403	491	588	508	98	594	553	476	251	151	542	226	538	486	297
*Binford.....Miss.	6	99	407	495	592	512	102	598	557	480	255	155	546	230	542	490	301
Aberdeen.....Miss.	0	105	413	501	598	518	108	604	563	486	261	161	552	236	548	496	307

WINFIELD DISTRICT.

Winfield.....Ala.	66	171	479	567	664	584	174	670	629	552	327	227	618	302	614	562	373
Brilliant.....Ala.	74	179	487	575	672	592	182	678	637	560	335	235	626	310	622	570	381
MONTICELLO DISTRICT.																	
Brookhaven.....Miss.	214	109	417	505	602	522	112	608	567	490	265	165	556	240	552	500	311
+*Wilmer.....Miss.	223	118	426	514	611	531	121	617	576	499	274	174	565	249	561	509	320
+*Nola.....Miss.	228	123	431	529	616	536	126	622	581	504	279	179	570	254	566	514	325

Between
Points Shown in Heading
And

Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
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LOUISVILLE DISTRICT.

Louisville.....Ky.	595	768	0	284	393	315	779	151	138	226	283	180	287	614	251	628	507
*Bernheim.....Ky.	592	765	3	281	390	312	776	148	135	223	280	177	284	611	248	625	504
*Alms House.....Ky.	590	763	5	279	388	310	774	146	133	221	278	175	282	609	246	623	502
*Lochland.....Ky.	587	760	8	276	385	307	771	143	130	218	275	172	279	606	243	620	499
Pleasure Ridge Pk.....Ky.	586	759	9	275	384	306	770	142	129	217	274	171	278	605	242	619	498
+*Waverly Hill.....Ky.	585	758	10	274	383	305	769	141	128	216	273	170	277	604	241	618	497
Valley.....Ky.	583	756	12	272	381	303	767	139	126	214	271	168	275	602	239	616	495
*Orel.....Ky.	581	754	14	270	379	301	765	137	124	212	269	166	273	600	237	614	493
+Meadow Lawn.....Ky.	580	753	15	269	378	300	764	136	123	211	268	165	272	599	236	613	492
Riverside.....Ky.	577	750	18	266	375	297	761	133	120	208	265	162	269	596	233	610	489

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
LOUISVILLE DIST.—Cont'd.																	
West Point.....Ky.	574	747	21	263	372	294	758	130	117	205	262	159	266	593	230	607	486
Muldraugh.....Ky.	568	741	27	257	366	288	752	124	111	199	256	153	260	587	224	601	480
Tip Top.....Ky.	567	740	28	256	365	287	751	123	110	198	255	152	259	586	223	600	479
Stithton.....Ky.	565	738	30	254	363	285	749	121	108	196	253	150	257	584	221	598	477
*Red Hill.....Ky.	562	735	33	251	360	282	746	118	105	193	250	147	254	581	218	595	474
Vine Grove.....Ky.	558	731	37	247	356	278	742	114	101	189	246	143	250	577	214	591	470
*Otter Creek.....Ky.	555	728	40	244	353	275	839	111	98	186	243	140	247	574	211	588	467
Riney.....Ky.	554	727	41	243	352	274	738	110	97	185	242	139	246	673	210	587	466
St. John.....Ky.	550	723	45	239	348	270	734	106	93	181	238	135	242	569	206	583	462
Cecilia.....Ky.	548	721	47	237	346	268	732	104	91	179	236	133	240	567	204	581	460
Hansbrough.....Ky.	545	718	50	234	343	265	729	101	88	176	233	130	237	564	201	578	457
Stephensburg.....Ky.	543	716	52	232	341	263	727	99	86	174	231	128	235	562	199	576	455
*Ballast Quarry.....Ky.	542	715	53	231	340	262	726	98	85	173	230	127	234	561	198	575	454
East View.....Ky.	540	713	55	229	338	260	724	96	83	171	228	125	232	559	196	573	452
†*Summit.....Ky.	537	710	58	226	335	257	721	93	80	168	225	122	229	556	193	570	449
Big Clifty.....Ky.	533	706	62	222	331	253	717	89	76	164	221	118	225	552	189	566	445
†*West Clifty.....Ky.	530	703	65	219	328	250	714	86	73	161	218	115	222	549	186	563	442
Grayson Springs.....Ky.	528	701	67	217	326	248	712	84	71	159	216	113	220	547	184	561	440
Leitchfield.....Ky.	523	696	72	212	321	243	707	79	66	154	211	108	215	542	179	556	435
*Keyzers.....Ky.	519	692	76	208	317	239	703	75	62	150	207	104	211	538	175	552	431
Millwood.....Ky.	517	690	78	206	315	237	701	73	60	148	205	102	209	536	173	550	429

Caneyville.....Ky.	511	684	84	200	309	231	695	67	54	142	199	96	203	530	167	544	423
Spring Liek.....Ky.	507	680	88	196	305	227	691	63	50	138	195	92	199	526	163	540	419
*Goffs.....Ky.	503	676	92	192	301	223	687	59	46	134	191	88	195	522	159	536	415
*White Run.....Ky.	501	674	94	190	299	221	685	57	44	132	189	86	193	520	157	534	413
Horse Branch.....Ky.	498	671	97	187	296	218	682	54	41	129	186	83	190	517	154	531	410
*Tunnel Switch.....Ky.	496	669	99	185	294	216	680	52	43	127	184	81	188	515	152	529	408
Rosine.....Ky.	495	668	100	184	293	215	679	51	44	126	183	80	187	514	151	528	407
Horton.....Ky.	492	665	103	181	290	212	676	48	47	123	180	77	184	511	148	525	404
Beaver Dam.....Ky.	486	659	109	175	284	206	670	42	53	117	174	71	178	505	142	519	398
*Render.....Ky.	484	657	111	173	282	204	668	40	55	115	172	69	176	503	140	517	396
*Williams.....Ky.	483	656	112	172	281	203	667	39	56	114	171	68	175	502	139	516	395
McHenry.....Ky.	483	656	112	172	281	203	667	39	56	114	171	68	175	502	139	516	395
Echols.....Ky.	478	651	117	167	276	198	662	34	61	109	166	63	170	497	134	511	390
Rockport.....Ky.	477	650	118	166	275	197	661	33	62	108	165	62	169	496	133	510	389
*Nelson.....Ky.	474	647	121	163	272	194	658	30	65	105	162	59	166	493	130	507	386
Central City.....Ky.	468	641	127	157	267	188	652	24	71	99	156	53	160	487	124	501	380
PADUCAH DISTRICT.																	
*Mercer.....Ky.	465	638	130	154	264	185	649	21	74	96	153	50	157	484	121	498	377
*Hillside.....Ky.	464	637	131	153	263	184	648	20	75	95	152	49	156	483	120	497	376
*Powderly.....Ky.	463	636	132	152	262	183	647	19	76	94	151	48	155	482	119	496	375
Greenville.....Ky.	461	634	134	150	260	181	645	17	78	92	149	46	153	480	117	494	373
Lazerne.....Ky.	459	632	136	148	258	179	643	15	80	90	147	44	151	478	115	492	371
Depoy.....Ky.	458	631	137	147	257	178	642	14	81	89	146	43	150	477	114	491	370
*Hazelton.....Ky.	454	627	141	143	253	174	638	10	85	85	142	39	146	473	110	487	366
McNary.....Ky.	452	625	143	141	251	172	636	8	87	83	140	37	144	471	108	485	364
*Bakersport.....Ky.	451	624	144	140	250	171	635	7	88	82	139	36	143	470	107	484	363
White Plains.....Ky.	448	621	147	137	247	168	632	4	91	79	136	33	140	467	104	481	360
Nortonville.....Ky.	444	617	151	133	243	164	628	0	95	75	132	29	136	463	100	477	356
St. Charles.....Ky.	438	611	157	127	237	158	622	6	101	69	126	23	130	457	94	471	350
*Hamby.....Ky.	436	609	159	125	235	156	620	8	103	67	124	21	128	455	92	469	348
*Hlsley.....Ky.	434	607	161	123	233	154	618	10	105	65	122	19	126	453	90	467	346

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
PADUCAH DIST.—Cont'd.																	
Dawson.....Ky.	430	603	165	119	229	150	614	14	109	61	118	15	122	449	86	463	342
*Claxton.....Ky.	422	595	172	111	221	142	606	21	116	54	110	8	114	441	79	455	334
*Scottsburg.....Ky.	418	591	176	107	217	138	602	25	120	50	106	4	110	437	75	451	330
*Cedar Bluff.....Ky.	416	589	178	105	215	130	600	27	122	48	104	2	108	435	73	449	328
Princeton.....Ky.	414	587	180	103	213	134	598	29	125	46	102	0	106	433	71	447	326
Dulaney.....Ky.	408	581	186	97	207	128	592	35	130	40	96	6	100	427	77	441	320
Eddyville.....Ky.	402	575	192	91	201	122	586	41	136	34	90	12	94	421	83	435	314
Kuttawa.....Ky.	400	573	194	89	199	120	584	43	138	32	88	14	92	419	85	433	312
*Cumberland.....Ky.	394	567	200	83	193	114	578	49	144	26	82	20	86	413	91	427	306
Grand Rivers.....Ky.	392	565	202	81	191	112	576	51	146	24	80	22	84	411	93	425	304
*Gravel Switch.....Ky.	390	563	204	79	189	110	574	53	148	22	78	24	82	409	95	423	302
Gilbertsville.....Ky.	389	563	204	79	189	110	574	53	148	22	78	24	82	409	95	423	302
Calvert.....Ky.	385	558	209	74	184	105	569	58	153	17	73	29	77	404	100	418	297
*Little Cypress.....Ky.	379	552	215	68	178	99	563	64	159	11	67	35	71	398	106	412	291
*Stiles.....Ky.	376	549	218	65	175	96	560	67	162	8	64	38	68	395	109	409	288
Paducah.....Ky.	366	539	226	55	165	86	550	75	170	0	54	46	58	385	117	399	278
HODGENVILLE DISTRICT.																	
*Section House.....Ky.	551	724	50	240	349	271	735	107	94	182	239	136	243	570	207	584	463
Elizabethtown.....Ky.	554	727	53	243	352	274	738	110	97	185	242	139	246	573	210	587	466

*Morgan.....Ky.	558	731	57	247	356	278	742	114	101	189	246	143	250	577	214	591	470
*Middle Creek.....Ky.	560	733	59	249	358	280	744	116	103	191	248	145	252	579	216	593	472
Toneville.....Ky.	561	734	60	250	359	281	745	117	104	192	249	146	253	580	217	594	473
Hodgenville.....Ky.	565	738	64	254	363	285	749	121	108	196	253	150	257	584	221	598	477
OWENSBORO DISTRICT.																	
+*Dan.....Ky.	501	674	100	190	300	221	685	57	38	132	189	87	193	520	157	534	413
*Olaton.....Ky.	504	677	103	193	303	224	688	60	35	135	192	90	196	523	160	537	416
Davidson.....Ky.	507	680	106	196	306	227	691	63	32	138	195	93	199	526	163	540	419
Narrows.....Ky.	509	682	108	198	308	229	693	65	30	140	197	95	201	528	165	542	421
+*Boards Siding.....Ky.	511	684	110	200	310	231	695	67	29	142	199	97	203	530	167	544	423
Fordville.....Ky.	514	687	113	203	313	234	698	70	25	145	202	100	206	533	170	547	426
Reynolds.....Ky.	517	690	116	206	316	237	701	73	22	148	205	103	209	536	173	550	429
Deane field.....Ky.	519	692	118	208	318	239	703	75	20	150	207	105	211	538	175	552	431
Whitesville.....Ky.	524	697	123	213	323	244	708	80	15	155	212	110	216	543	180	557	436
*Haynes.....Ky.	526	699	125	215	325	246	710	82	13	157	214	112	218	545	182	559	438
Shorts.....Ky.	528	701	127	217	327	248	712	84	11	159	216	114	220	547	184	561	440
*Todd's Siding.....Ky.	532	705	131	221	331	252	716	88	7	163	220	118	224	551	188	565	444
*Oak Ridge.....Ky.	535	708	134	224	334	255	719	91	4	166	223	121	227	554	191	568	447
Owensboro.....Ky.	539	712	138	228	338	259	723	95	0	170	227	125	231	558	195	572	451
EVANSVILLE DISTRICT.																	
Hopkinsville.....Ky.	445	618	212	134	244	165	629	60	156	77	133	31	137	464	102	478	357
*Woodville.....Ky.	440	613	206	129	239	160	624	55	151	72	128	26	132	459	98	473	352
Gracey.....Ky.	435	608	202	124	234	155	619	50	146	67	123	22	127	454	92	468	347
Cerulean Springs.....Ky.	428	601	194	117	227	148	612	43	139	60	116	14	120	447	86	461	340
Cobb.....Ky.	424	597	190	113	223	144	608	39	135	56	112	10	116	443	82	457	336
Otter Pond.....Ky.	421	594	187	110	220	141	605	36	132	53	109	7	113	440	78	454	333
*McGowan.....Ky.	418	591	184	107	217	138	602	33	129	50	106	4	110	437	75	451	330
Crider.....Ky.	421	594	187	110	220	141	605	36	132	53	109	7	113	440	64	454	333
*Bakers.....Ky.	424	597	190	113	223	144	608	39	135	56	112	10	116	443	61	457	336

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
EVANSVILLE DISTRICT.																	
<i>Continued.</i>																	
Fredonia.....Ky.	427	600	193	116	226	147	611	42	138	59	115	13	119	446	58	460	339
*Mexico.....Ky.	431	604	197	120	230	151	615	46	142	63	119	17	123	450	54	464	343
Crayneville.....Ky.	434	607	200	123	233	154	618	49	145	66	122	20	126	453	51	467	346
Marion.....Ky.	439	612	295	128	238	159	623	54	150	71	127	25	131	458	46	472	351
*Repton.....Ky.	444	617	210	133	243	164	628	59	155	76	132	30	136	463	41	477	356
*Nunns.....Ky.	449	622	215	138	248	169	633	64	160	81	137	35	141	468	36	482	361
Blackford.....Ky.	451	624	217	140	250	171	635	66	162	83	139	37	143	470	34	484	363
Sullivan.....Ky.	455	628	221	144	254	175	639	70	166	87	143	41	147	474	30	488	367
Sturgis.....Ky.	459	632	225	148	258	179	643	74	170	91	147	45	151	478	26	492	371
DeKoven.....Ky.	464	637	230	153	263	184	648	79	175	96	152	50	156	483	21	497	376
Henshaw.....Ky.	469	642	235	158	268	189	653	84	180	101	157	55	161	488	16	502	381
Grove Center.....Ky.	472	645	238	161	271	192	656	87	183	104	160	58	164	491	13	505	384
*Harding.....Ky.	474	647	240	163	273	194	658	89	185	106	162	60	166	493	11	507	386
Morganfield.....Ky.	479	652	245	168	278	199	663	94	190	111	167	65	171	498	6	512	391
Flournoy.....Ky.	482	655	248	171	281	202	666	97	193	114	170	68	174	501	9	515	394
*St. Vincent.....Ky.	483	656	249	172	282	203	667	98	194	115	171	69	175	502	10	516	395
Waverly.....Ky.	484	657	250	173	283	204	668	99	195	116	172	70	176	503	11	517	396
*Highland.....Ky.	488	661	254	177	287	208	672	103	199	120	176	74	180	507	15	521	400
Corydon.....Ky.	492	665	258	181	291	212	676	107	203	124	180	78	184	511	19	525	404
*Wilson.....Ky.	496	669	262	185	295	216	680	111	207	128	184	82	188	515	23	529	408

*Weaverton.....Ky.	500	673	266	189	299	220	684	115	211	132	188	86	192	519	27	533	412
Henderson.....Ky.	502	675	268	191	301	222	686	117	213	134	190	88	194	521	29	535	414
*Major.....Ky.	507	680	273	196	306	227	691	122	218	139	195	93	199	526	34	540	419
*McClain.....Ky.	508	681	274	197	307	228	692	123	219	140	196	94	200	527	35	541	420
Evansville.....Ind.	513	686	279	202	312	233	697	128	224	145	201	99	205	532	41	546	425
DIXON BRANCH.																	
*Virginia.....Ky.	455	628	221	144	254	175	639	70	166	87	143	41	147	474	38	488	367
Wheatcroft.....Ky.	456	629	222	145	255	176	640	71	167	88	144	42	148	475	39	489	368
Clay (Webster Co.).....Ky.	460	633	226	149	259	180	644	75	171	92	148	46	152	479	43	493	372
*Monte Carlo.....Ky.	463	636	229	152	262	183	647	78	174	95	151	49	155	482	46	496	375
†*Curlee.....Ky.	463	636	229	152	262	183	647	78	174	95	151	49	155	482	46	496	375
Lisman.....Ky.	464	637	230	153	263	184	648	79	175	96	152	50	156	483	47	497	376
†*Jolly.....Ky.	465	638	231	154	264	185	649	80	176	97	153	51	157	484	48	498	377
†*West Vandersburg.....Ky.	466	639	232	155	265	186	650	81	177	98	154	52	158	485	49	499	378
Dixon.....Ky.	469	642	235	158	268	189	653	84	180	101	157	55	161	488	52	502	381
UNIONTOWN BRANCH.																	
*Chapman.....Ky.	481	654	247	170	280	201	665	96	192	113	169	67	173	500	4	514	393
Uniontown.....Ky.	485	658	251	174	284	205	669	100	196	117	173	71	177	504	0	518	397
FULTON DISTRICT.																	
*Krebs.....Ky.	361	534	233	50	160	81	545	82	178	5	49	53	54	380	125	394	273
†Florence.....Ky.	359	532	235	48	158	79	543	84	180	7	47	55	52	378	127	392	271
*Lang.....Ky.	355	528	239	44	154	75	539	88	184	11	43	59	48	374	131	388	267
Bouz.....Ky.	353	526	241	42	152	73	537	90	186	13	41	61	46	272	133	386	265
Hickory.....Ky.	349	522	245	38	148	69	533	94	190	17	37	65	42	368	137	382	261
Mayfield.....Ky.	343	516	251	32	142	63	527	100	196	23	31	71	36	362	143	476	255
*Clay (Graves Co.).....Ky.	339	512	255	28	138	59	523	104	200	27	27	75	32	358	147	372	251
Pryors.....Ky.	338	511	256	27	137	58	522	105	201	28	26	76	31	357	148	371	250

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

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FULTON DIST.—Cont'd.																		
Wingo.....	Ky.	334	507	260	23	133	54	518	109	205	32	22	80	27	353	152	367	246
Water Valley.....	Ky.	327	500	267	16	126	47	511	116	212	39	15	87	20	346	159	360	239
Fulton.....	Ky.	322	495	273	11	121	42	506	122	217	45	10	92	14	341	163	355	234
Pierce.....	Tenn.	325	498	276	14	118	45	509	125	220	48	7	95	11	344	166	358	237
Harris.....	Tenn.	326	499	279	17	115	48	510	128	223	51	4	98	8	345	169	359	238
Paducah Junction.....	Tenn.	323	496	282	21	111	52	507	131	227	54	0	102	4	342	173	355	234
Rives.....	Tenn.	318	491	287	25	107	56	502	136	231	59	4	106	0	337	177	351	230
*Moffatt.....	Tenn.	315	488	290	28	104	59	499	139	234	62	7	109	3	334	180	348	227
Polk.....	Tenn.	312	485	293	31	101	62	496	142	237	65	10	112	6	331	183	345	224
Obion.....	Tenn.	307	480	297	36	96	67	491	146	241	69	14	116	10	326	187	340	219
Trimble.....	Tenn.	303	476	301	40	92	71	487	150	245	73	18	120	14	322	191	336	215
*Templeton.....	Tenn.	299	472	305	44	88	75	483	154	249	77	22	124	18	318	195	332	211
Newbern.....	Tenn.	296	469	308	47	85	78	480	157	252	80	25	127	21	315	198	329	208
*Hunsackers.....	Tenn.	290	463	314	53	80	84	476	163	258	86	31	133	27	309	204	323	202
Dyersburg.....	Tenn.	286	459	318	57	76	88	472	167	262	90	35	137	31	305	208	319	198
Fowlkes.....	Tenn.	282	455	322	61	72	92	468	171	266	94	39	141	35	301	212	315	194
*South Fork.....	Tenn.	279	452	325	64	69	95	465	174	269	97	42	144	38	298	215	312	191
Halls.....	Tenn.	275	448	329	68	65	99	461	178	273	101	46	148	42	294	219	308	187
Gates.....	Tenn.	273	446	331	70	63	101	459	181	276	104	49	151	45	292	222	306	185
Curve.....	Tenn.	268	441	336	75	58	106	454	186	281	109	54	156	50	287	227	301	180
*Flippin.....	Tenn.	266	439	338	77	56	108	452	188	283	111	56	158	52	285	229	299	178

Ripley.....Tenn.	262	435	342	81	52	112	448	192	287	115	59	161	55	281	232	295	174
*Williams.....Tenn.	259	432	345	84	49	115	445	195	290	118	62	164	58	278	235	292	171
*Henning.....Tenn.	256	429	348	87	46	118	442	198	293	121	65	167	61	275	238	289	168
*Rialto.....Tenn.	253	426	351	90	43	121	439	201	296	124	68	170	64	272	241	286	165
Covington.....Tenn.	248	421	356	95	38	126	434	206	301	129	73	175	69	267	246	281	160
*Melrose.....Tenn.	244	417	360	99	34	130	430	210	305	133	77	179	73	263	250	277	156
Brighton.....Tenn.	241	414	363	102	31	133	427	213	308	136	80	182	76	260	253	274	153
Atoka.....Tenn.	236	409	368	107	26	138	422	218	313	141	85	187	81	255	258	269	148
Tipton.....Tenn.	233	406	371	110	23	141	419	221	316	144	88	190	84	252	261	266	145
Kerrville.....Tenn.	230	403	374	113	20	144	416	224	319	147	91	193	87	249	264	263	142
Millington.....Tenn.	227	400	377	116	17	147	413	227	322	150	94	196	90	246	267	260	139
Lucy.....Tenn.	223	396	381	120	13	151	409	231	326	154	98	200	94	242	271	256	135
Woodstock.....Tenn.	220	393	384	123	10	154	406	234	329	157	101	203	97	239	274	253	132
*St. Elmo.....Tenn.	216	389	388	127	6	158	402	238	333	161	105	207	101	235	278	249	128
*Frayser.....Tenn.	215	388	389	128	5	159	401	239	334	162	106	208	102	236	279	248	127
Memphis.....Tenn.	211	384	393	132	0	163	395	242	338	166	111	213	108	230	284	244	123
TROY BRANCH.																	
Troy.....Tenn.	320	493	295	33	109	64	504	144	239	67	12	114	8	339	185	353	232
DYERSBURG BRANCH.																	
Dyersburg.....Tenn.	286	459	318	57	76	88	472	167	262	90	35	137	31	305	208	319	198
*Switch No. 15.....Tenn.	291	464	323	62	81	93	477	172	267	95	40	142	36	310	213	324	203
*Mengels.....Tenn.	293	466	325	64	83	95	479	174	269	97	42	144	38	312	215	326	205
*Richwood.....Tenn.	293	466	325	64	83	95	479	174	269	97	42	144	38	312	215	326	205
*Stevens Jet.....Tenn.	296	469	328	67	86	98	482	177	272	100	45	147	41	315	218	329	208
*Band Mill.....Tenn.	300	473	332	71	90	102	486	181	276	104	49	151	45	319	222	333	212
*Imperial.....Tenn.	299	472	331	70	89	101	485	180	275	103	48	150	44	318	221	332	211
*Stinger.....Tenn.	300	473	332	71	90	102	486	181	276	104	49	151	45	319	222	333	212
*Bagby.....Tenn.	301	474	333	72	91	103	487	182	277	105	50	152	46	320	223	334	213

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And		Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
GRENADA DISTRICT.																		
+*Nonconnah.....Tenn.	206	379	400	139	5	170	390	249	345	173	118	220	115	225	291	239	118	
Raines.....Tenn.	203	376	403	142	8	173	387	252	348	176	121	223	118	222	294	236	115	
Horn Lake.....Miss.	199	372	407	146	12	177	383	256	352	180	125	227	122	218	298	232	111	
+*Alden.....Miss.	197	370	409	148	14	179	381	258	354	182	127	229	124	216	300	230	109	
Nesbitt.....Miss.	193	366	413	152	18	183	377	262	358	186	131	233	128	212	304	226	105	
Hernando.....Miss.	189	362	417	156	22	187	373	266	362	190	135	237	132	208	308	222	101	
Love.....Miss.	183	356	423	162	28	193	367	272	368	196	141	243	138	202	314	216	95	
*Guy.....Miss.	181	354	425	164	30	195	365	274	370	198	143	245	140	200	316	214	93	
Coldwater.....Miss.	180	353	426	165	31	196	364	275	371	199	144	246	141	199	317	213	92	
Senatobia.....Miss.	174	347	432	171	37	202	358	281	377	205	150	252	147	193	323	207	86	
Como.....Miss.	167	340	439	178	44	209	351	288	384	212	157	259	154	186	330	200	79	
Sardis.....Miss.	161	334	445	184	50	215	345	294	390	218	163	265	160	180	336	194	73	
*Tallahatchie.....Miss.	157	330	449	188	54	215	341	298	394	222	167	269	164	176	340	190	69	
Batesville.....Miss.	152	325	454	193	59	210	336	303	399	227	172	274	169	171	345	185	64	
Courtland.....Miss.	147	320	459	198	64	205	331	308	404	232	177	279	174	166	350	180	59	
Pope.....Miss.	145	318	461	200	66	203	329	310	406	234	179	281	176	164	352	178	57	
Harrison.....Miss.	138	311	468	207	73	196	322	317	413	237	182	284	179	157	359	171	50	
Oakland.....Miss.	133	306	473	212	78	191	317	322	418	242	187	289	184	152	364	166	45	
Tillatoba.....Miss.	127	300	479	216	84	185	311	328	424	248	193	295	190	146	370	160	39	
Scobey.....Miss.	124	297	482	213	87	182	308	331	427	251	196	298	193	143	377	157	36	
Hardy.....Miss.	119	292	487	208	92	177	303	336	432	256	201	303	198	138	382	152	31	

†*Riverdale.....Miss.	113	286	486	202	98	171	297	335	430	258	207	305	204	132	376	146	25
*Memphis Jet.....Miss.	112	285	483	199	99	168	296	332	427	255	208	302	203	131	373	145	24
CAIRO DISTRICT.																	
Cairo.....Ill.	370	543	321	59	169	90	554	170	265	93	58	140	62	389	211	413	282
*Ballard.....Ky.	363	536	314	52	162	83	547	163	258	86	51	133	55	382	204	396	275
*Fillmore.....Ky.	361	534	312	50	160	81	545	161	256	84	49	131	53	380	202	394	273
Wickliffe.....Ky.	359	532	310	48	158	79	543	159	254	82	47	129	51	378	200	392	271
*Fort Jefferson.....Ky.	358	531	309	47	157	78	542	158	253	81	46	128	50	377	199	391	270
†*Mayfield Jet.....Ky.	353	526	304	42	152	73	537	153	248	76	41	123	45	372	194	386	265
Bardwell.....Ky.	351	524	302	40	150	71	535	151	246	74	39	121	43	370	192	384	263
Arlington.....Ky.	345	518	296	34	144	65	529	145	240	68	33	115	37	364	186	378	257
†*Grafton.....Ky.	342	515	293	31	141	62	526	142	237	65	30	112	34	361	183	375	254
Clinton.....Ky.	336	509	287	25	135	56	520	136	231	59	24	106	28	355	177	369	248
*Thurman.....Ky.	332	505	283	21	131	52	516	132	227	55	20	102	24	351	173	365	244
Alexander.....Ky.	329	502	280	18	128	49	513	129	224	52	17	99	21	348	170	362	241
*Buda.....Ky.	326	499	277	15	125	46	510	126	221	49	14	96	18	345	167	359	238
Fulton.....Ky.	322	495	273	11	121	42	506	122	217	45	10	92	14	341	163	355	234
McConnell.....Tenn.	317	499	278	6	126	37	501	127	222	50	15	97	19	336	168	350	229
Martin.....Tenn.	311	484	284	0	132	31	495	133	228	56	21	103	25	330	174	344	223
*Hillside.....Tenn.	307	480	288	4	136	27	491	137	232	60	25	107	29	326	178	340	219
Sharon.....Tenn.	303	476	292	8	140	23	487	141	236	64	29	111	33	322	182	336	215
*Bean.....Tenn.	300	473	295	11	143	20	484	144	239	67	32	114	36	319	185	333	212
Greenfield.....Tenn.	297	470	298	14	146	17	481	147	242	70	35	117	39	316	188	330	209
Russell.....Tenn.	292	465	303	19	151	12	476	152	247	75	40	122	44	311	193	325	204
*Idlewild.....Tenn.	288	461	307	23	155	8	472	156	251	79	44	126	48	307	197	321	200
*Cades.....Tenn.	285	458	310	26	158	5	469	159	254	82	47	129	51	304	200	318	197
Milan.....Tenn.	280	453	315	31	163	0	464	164	259	87	52	134	56	299	205	313	192
*Sitka.....Tenn.	277	450	318	34	166	3	461	167	262	90	55	137	59	296	208	310	189
Medina.....Tenn.	272	445	323	39	171	8	456	172	267	95	60	142	64	291	213	305	184
*Oakfield.....Tenn.	265	438	330	46	178	15	449	179	274	102	67	149	71	284	220	298	177
*Lawrence.....Tenn.	261	434	334	50	182	9	445	183	278	106	71	153	75	280	224	294	173

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And		Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
JACKSON DISTRICT.																		
Jackson.....	Tenn.	257	430	338	54	186	23	441	187	282	110	75	157	79	276	228	290	169
*Malesus.....	Tenn.	253	426	342	58	190	27	437	191	286	114	79	161	83	272	232	286	165
Medon.....	Tenn.	246	419	349	65	197	34	430	198	293	121	86	168	90	265	239	279	158
*Teague.....	Tenn.	242	415	353	69	201	38	426	202	297	125	90	172	94	261	243	275	154
Toone.....	Tenn.	237	410	358	74	206	43	421	207	302	130	95	177	99	256	248	270	144
*Shandy.....	Tenn.	233	406	362	78	210	47	417	211	306	134	99	181	103	252	252	266	145
*Conger.....	Tenn.	232	405	363	79	211	48	416	212	307	135	100	182	104	251	253	265	144
Bolivar.....	Tenn.	229	402	366	82	214	51	413	215	310	138	103	185	107	248	256	262	141
Middleburg.....	Tenn.	223	396	372	88	212	57	407	221	316	144	109	191	113	242	262	256	135
Hickory Valley.....	Tenn.	219	392	376	92	208	61	403	225	320	148	113	195	117	238	266	252	131
*Temple.....	Tenn.	215	388	380	96	204	65	399	229	324	152	117	199	121	234	270	248	127
Grand Jct.....	Tenn.	211	384	384	100	200	69	395	233	328	156	121	203	125	230	274	244	123
Michigan City.....	Miss.	205	378	390	106	194	75	389	239	334	162	127	209	131	224	280	238	117
Lamar.....	Miss.	199	372	396	112	188	81	383	245	340	168	133	215	137	218	286	232	111
Hudsonville.....	Miss.	194	367	401	117	183	86	378	250	345	173	138	220	142	213	291	227	106
Holly Springs.....	Miss.	186	359	409	125	175	94	370	258	353	181	146	228	150	205	299	219	98
*Forrest.....	Miss.	183	356	412	128	172	97	367	261	356	184	149	231	153	202	302	216	95
*Sand Spur.....	Miss.	180	353	415	131	169	100	364	264	359	187	152	234	156	199	305	213	92
Waterford.....	Miss.	177	350	418	134	166	103	361	267	362	190	155	237	159	196	308	210	89
*Malone.....	Miss.	172	345	423	139	161	108	356	272	367	195	160	242	164	191	313	205	84
Abbeville.....	Miss.	167	340	428	144	156	113	351	277	372	200	165	247	169	186	318	200	79

*College Hill.....Miss.	160	333	435	151	149	120	344	284	379	207	172	254	176	179	325	193	72
Oxford.....Miss.	157	330	438	154	146	123	341	287	382	210	175	257	179	176	328	190	69
Taylor.....Miss.	149	322	446	162	138	131	333	295	390	218	183	265	187	168	336	182	61
*Springdale.....Miss.	145	318	450	166	134	135	329	299	394	222	187	269	191	164	340	178	57
WATER VALLEY DISTRICT.																	
Water Valley.....Miss.	140	313	455	171	129	140	324	304	399	227	192	274	196	159	345	173	52
*Dickson.....Miss.	133	306	462	178	122	147	317	311	406	234	199	281	203	152	352	166	45
Coffeyville.....Miss.	127	300	468	184	116	153	311	317	412	240	205	287	209	146	358	160	39
Torrance.....Miss.	119	292	476	192	108	161	303	325	420	248	213	295	213	138	366	152	31
*Memphis Jct.....Miss.	112	285	483	199	99	168	296	332	427	255	210	302	206	131	373	145	24
Grenada.....Miss.	111	284	484	200	100	169	295	333	428	256	211	303	207	130	374	144	23
*Simpson.....Miss.	106	279	489	205	105	174	290	338	433	261	216	308	212	125	379	139	18
Elliott.....Miss.	103	276	492	208	108	177	287	341	436	264	219	311	215	122	382	136	15
Duck Hill.....Miss.	99	272	496	212	112	181	283	345	440	268	223	319	223	118	386	132	11
*Esbridge.....Miss.	95	268	500	216	116	185	279	349	444	272	227	319	223	114	390	128	7
*Sawyer.....Miss.	91	264	504	220	120	189	275	353	448	276	231	323	227	110	394	124	3
Winona.....Miss.	88	261	507	223	123	192	272	356	451	279	234	326	230	107	397	121	0
*Foltz.....Miss.	85	258	510	226	126	195	269	359	454	282	237	329	233	104	400	118	3
*Carroll.....Miss.	80	253	515	231	131	200	264	364	459	287	242	334	238	99	405	113	8
Vaiden.....Miss.	78	251	517	233	133	202	262	366	461	289	244	336	240	97	407	111	10
*Beatty.....Miss.	73	246	522	238	138	207	257	371	466	294	249	341	245	92	412	106	15
*Cain.....Miss.	71	244	524	240	140	209	255	373	468	296	251	343	247	90	414	104	17
West.....Miss.	68	241	527	243	143	212	252	376	471	299	254	346	250	87	417	101	20
*Hoffman.....Miss.	64	237	531	247	147	216	248	380	475	303	258	350	254	83	421	97	24
Durant.....Miss.	58	231	537	253	153	222	242	386	481	309	264	356	260	77	427	91	30
*Aberdeen Jct.....Miss.	55	228	540	256	156	225	239	389	484	312	267	359	263	74	430	88	33
Goodman.....Miss.	50	223	545	261	161	230	234	394	489	317	272	364	268	79	435	93	38
Pickens.....Miss.	43	216	552	268	168	237	227	401	496	324	279	371	275	86	442	100	45
Vaughan.....Miss.	37	210	558	274	174	243	221	407	502	330	285	377	281	92	448	106	51
Ways Bluff.....Miss.	32	205	563	279	179	248	216	412	507	335	290	382	286	97	453	111	56
*Davis.....Miss.	29	202	566	282	182	251	213	415	510	338	293	385	289	100	456	114	59

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	CANTON DISTRICT.																
	Jackson, Miss.	Kenner La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
Canton.....Miss.	23	196	572	288	188	257	207	421	516	344	299	391	295	106	462	120	65
*Sloan.....Miss.	20	193	575	291	191	260	204	424	519	347	302	394	298	109	465	123	68
Calhoun.....Miss.	16	189	579	295	195	264	200	428	523	351	306	398	302	113	469	127	72
Madison.....Miss.	12	185	583	299	199	268	196	432	527	355	310	402	306	117	473	131	76
Ridgland.....Miss.	9	182	586	302	202	271	193	435	530	358	313	405	309	120	476	134	79
Tougaloo.....Miss.	7	180	588	304	204	273	191	437	532	360	315	407	311	122	478	136	81
Jackson.....Miss.	0	173	595	311	211	280	184	444	539	367	322	414	318	129	485	143	88
*Pearl.....Miss.	6	167	601	317	217	286	178	450	545	373	328	420	324	135	491	149	94
Byram.....Miss.	9	164	604	320	220	289	175	453	548	376	331	423	327	138	494	152	97
*Pierce & Gibbs.....Miss.	12	161	607	323	223	292	172	456	551	379	334	426	330	141	497	155	100
*Box Factory.....Miss.	15	158	610	326	226	295	169	459	554	382	337	429	333	144	500	158	103
Terry.....Miss.	16	157	611	327	227	296	168	460	555	383	338	430	334	145	501	159	104
*Dupre.....Miss.	21	152	616	332	232	301	163	465	560	388	343	435	339	150	506	164	109
Crystal Springs.....Miss.	25	148	620	336	236	305	159	469	564	392	347	439	343	154	510	168	113
Gallman.....Miss.	29	144	624	340	240	309	155	473	568	396	351	443	347	158	514	172	117
*Hazelhurst Lumber Co. Miss.	32	141	627	343	243	312	152	476	571	399	354	446	350	161	517	175	120
Hazelhurst.....Miss.	34	139	629	345	245	314	150	478	573	401	356	448	352	163	519	177	122
Martinsville.....Miss.	39	134	634	350	250	319	145	483	578	406	361	453	357	168	524	182	127
Beauregard.....Miss.	44	129	639	355	255	324	140	488	583	411	366	458	362	173	529	187	132
Wesson.....Miss.	46	127	641	357	257	326	138	490	585	413	368	460	364	175	531	189	134

Montgomery.....Miss.	50	123	645	361	261	330	134	494	589	417	372	464	368	179	535	193	138
*St. Charles.....Miss.	53	120	648	364	264	333	131	497	592	420	375	467	371	182	538	196	141
Brookhaven.....Miss.	54	119	649	365	265	334	130	498	593	421	376	468	372	183	539	197	142
*Leons.....Miss.	55	118	650	366	266	335	129	499	594	422	377	469	373	184	540	198	143
*Hartmans.....Miss.	58	115	653	369	269	338	126	502	597	425	380	472	376	187	543	201	146
*Soudan.....Miss.	59	114	654	370	270	339	125	503	598	426	381	473	377	188	544	202	147
*Cold Springs.....Miss.	62	111	657	373	273	342	122	506	601	429	384	476	380	191	547	205	150
Bogue Chitto.....Miss.	65	108	660	376	276	345	119	509	604	432	387	479	383	194	550	208	153
Notfield.....Miss.	67	106	662	378	278	347	117	511	606	434	389	481	385	196	552	210	155
Johnston.....Miss.	71	102	666	382	282	351	113	515	610	438	393	485	389	200	556	214	159
*Sanders.....Miss.	74	99	669	385	285	354	110	518	613	441	396	488	392	203	559	217	162
Summit.....Miss.	75	98	670	386	286	355	109	519	614	442	397	489	393	204	560	218	163
Champion Compress.....Miss.	76	97	671	387	287	356	108	520	615	443	398	490	394	205	561	219	164
M'COMB DISTRICT.																	
McComb.....Miss.	78	95	673	389	289	358	106	522	617	445	400	492	396	207	563	221	166
*Whites Mill.....Miss.	79	94	674	390	290	359	105	523	618	446	401	493	397	208	564	222	167
*Quinns.....Miss.	80	93	675	391	291	360	104	524	619	447	402	494	398	209	565	223	168
*Fernwood.....Miss.	83	90	678	394	294	363	101	527	622	450	405	497	401	212	568	226	171
Magnolia.....Miss.	85	88	680	396	296	365	99	529	624	452	407	499	403	214	570	228	173
*Faheys.....Miss.	86	87	681	397	297	366	98	530	625	453	408	500	404	215	571	229	174
*Cook.....Miss.	87	86	682	398	298	367	97	531	626	454	409	501	405	216	572	230	175
*Bartletts.....Miss.	88	85	683	399	299	368	96	532	627	455	410	502	406	217	573	231	176
*Stevens.....Miss.	90	83	685	401	301	370	94	534	629	457	412	504	408	219	575	233	178
Chatawa.....Miss.	91	82	686	402	302	371	93	535	630	458	413	505	409	220	576	234	179
Chalmette G. & S. Co.....Miss.	92	81	687	403	303	372	92	536	631	459	414	506	410	221	577	235	180
Osyka.....Miss.	95	78	690	406	306	375	89	539	634	462	417	509	413	224	580	238	183
*Long Leaf Lumber Co.....Miss.	97	76	692	408	308	377	87	541	636	464	419	511	415	226	582	240	185
*Greenlaw.....La.	98	75	693	409	309	378	86	542	637	465	420	512	416	227	583	241	186

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
<i>m'comb dist.—Cont'd.</i>																	
Kentwood.....La.	100	73	695	411	311	380	84	544	639	467	422	514	418	229	585	243	188
*Kents Mill.....La.	101	72	696	412	312	381	83	545	640	468	423	515	419	230	586	244	189
*Simonds.....La.	102	71	697	413	313	382	82	546	641	469	424	516	420	231	587	245	190
Tangipahoa.....La.	105	68	700	416	316	385	79	549	644	472	427	519	423	234	590	248	193
*Newsoms Mill.....La.	106	67	701	417	317	386	78	550	645	473	428	520	424	235	591	249	194
*Hyde.....La.	108	65	703	419	319	388	76	552	647	475	430	522	426	237	593	251	196
*Flukers.....La.	109	64	704	420	320	389	75	553	648	476	431	523	427	238	594	252	197
Arcola.....La.	111	62	706	422	322	391	73	555	650	478	433	525	429	240	596	254	199
Roseland.....La.	112	61	707	423	323	392	72	556	651	479	434	526	430	241	597	255	200
Amite.....La.	115	58	710	426	326	395	69	559	654	482	437	529	433	244	600	258	203
Gulletts.....La.	116	57	711	427	327	396	68	560	655	483	438	530	434	245	601	259	204
*Kemp.....La.	117	56	712	428	328	397	67	561	656	484	439	531	435	246	602	260	205
*Akers.....La.	118	55	713	429	329	398	66	562	657	485	440	532	436	247	603	261	206
*Millards.....La.	119	54	714	430	330	399	65	563	658	486	441	533	437	248	604	262	207
Independence.....La.	121	52	716	432	332	401	63	565	660	488	443	535	439	250	606	264	209
Tickfaw.....La.	125	48	720	436	336	405	59	569	664	492	447	539	443	254	610	268	213
*Dunns.....La.	128	45	723	439	339	408	56	572	667	495	450	542	446	257	613	271	216
Natalbany.....La.	129	44	724	440	340	409	55	573	668	496	451	543	447	258	614	272	217
Hammond.....La.	131	42	726	442	342	411	53	575	670	498	453	545	449	260	616	274	219
*Chester.....La.	133	40	728	444	344	413	51	577	672	500	455	547	451	262	618	276	221
*Campbells.....La.	134	39	729	445	345	414	50	578	673	501	456	458	452	263	619	277	222

Ponchatoula.....La.	135	730	446	346	415	49	579	674	502	457	549	453	264	620	278	223
*Warwick.....La.	140	735	451	351	420	44	584	679	507	462	554	458	269	625	283	228
*Strader.....La.	143	738	454	354	423	41	587	682	510	465	557	461	272	628	286	231
Manchac.....La.	146	741	457	357	426	38	590	685	513	468	560	464	275	631	289	234
*Oteri.....La.	149	744	460	360	429	35	593	688	516	471	563	467	278	634	292	237
Ruddock.....La.	152	747	463	363	432	32	596	691	519	474	566	470	281	637	295	240
*DeSair.....La.	154	749	465	365	434	30	598	693	521	476	568	472	283	639	297	242
Frenier.....La.	159	754	470	370	439	25	603	698	526	481	573	477	288	644	302	247
*Labranch.....La.	164	759	475	375	444	20	608	703	531	486	578	482	293	649	307	252
*Fallon.....La.	169	764	480	380	449	15	613	708	536	491	583	487	298	654	312	257
*Kenner Jct.....La.	172	767	483	383	452	12	616	711	539	494	586	490	301	657	315	260
Kenner.....La.	173	768	484	384	453	11	617	712	540	495	587	491	302	658	316	261
*Harahan.....La.	175	770	486	386	455	9	619	714	542	497	589	493	304	660	318	263
*Sauve.....La.	177	772	488	388	457	7	621	716	544	499	591	495	306	662	320	265
*N. O. & W. Jct.....La.	177	772	488	388	457	7	621	716	544	499	591	495	306	662	320	265
New Orleans.....La.	184	779	495	395	464	0	628	723	551	506	598	502	313	669	327	272

ABERDEEN DISTRICT.

Sallis.....Miss.	62	547	263	163	232	246	396	491	319	284	366	270	67	437	81	40
Kosciusko.....Miss.	73	558	274	174	243	257	407	502	330	295	377	281	56	448	70	51
Ethel.....Miss.	82	555	283	183	252	266	416	511	339	304	386	290	47	457	61	60
*Gregory.....Miss.	83	568	284	184	253	267	457	512	340	305	387	291	46	458	60	61
McCool.....Miss.	91	576	292	192	261	275	425	520	348	313	395	299	38	466	52	69
Weir.....Miss.	97	582	298	198	267	281	431	526	354	319	401	305	32	472	46	75
Fentress.....Miss.	102	587	303	203	272	286	436	531	359	324	406	310	27	477	41	80
Ackerman.....Miss.	105	590	306	206	275	289	439	534	362	327	409	313	24	480	38	83
*Tuscan.....Miss.	106	591	307	207	276	290	440	535	363	328	410	314	23	481	37	84
Sturgis.....Miss.	114	599	315	215	284	298	448	543	371	336	418	322	15	489	29	92
*Bugh.....Miss.	115	600	316	216	285	299	449	544	372	337	419	323	14	490	28	93
*Bradley.....Miss.	118	603	319	219	288	302	452	547	375	340	422	326	11	493	25	96
Longview.....Miss.	122	607	323	223	292	306	456	551	379	344	426	330	7	497	21	100
Starkville.....Miss.	129	614	330	230	299	313	463	558	386	351	433	337	0	504	14	107

ILLINOIS CENTRAL RAILROAD COMPANY—TABLE OF DISTANCES—Continued.

Between Points Shown in Heading And	Jackson, Miss.	Kenner, La.	Louisville, Ky.	Martin, Tenn.	Memphis, Tenn.	Milan, Tenn.	New Orleans, La.	Nortonville, Ky.	Owensboro, Ky.	Paducah, Ky.	Paducah Jct., Tenn.	Princeton, Ky.	Rives, Tenn.	Starkville, Miss.	Uniontown, Ky.	West Point, Miss.	Winona, Miss.
ABERDEEN DIST.— <i>Cont'd</i>																	
Osborn.....Miss.	136	309	621	337	237	306	320	470	565	393	358	440	344	7	511	7	114
*Muldrow.....Miss.	139	312	624	340	240	309	323	473	568	396	361	443	347	10	514	4	117
West Point.....Miss.	143	316	628	344	244	313	327	477	572	400	365	447	351	14	518	0	121
Strong's.....Miss.	150	323	635	351	251	320	334	484	579	407	372	454	358	21	525	7	128
*Binford.....Miss.	154	327	639	355	255	324	338	488	583	411	376	458	362	25	529	11	132
Aberdeen.....Miss.	160	333	645	361	261	330	344	494	589	417	382	464	368	31	535	17	138
WINFIELD DISTRICT.																	
Winfield.....Ala.	226	399	711	427	327	396	410	560	655	483	448	530	434	97	601	83	204
Brilliant.....Ala.	234	407	719	435	335	404	418	568	663	491	456	538	442	105	609	91	212
MONTICELLO DISTRICT.																	
Brookhaven.....Miss.	54	119	649	365	265	234	130	498	593	421	376	468	372	183	539	197	142
†*Wilmer.....Miss.	63	128	658	374	274	243	139	507	602	430	385	477	381	192	548	206	151
†*Nola.....Miss.	68	133	663	379	279	248	144	512	607	435	390	482	386	197	553	211	156

* Prepay Station.

§ No freight accepted other than lumber outbound.

† No side track. Carload freight cannot be handled.

THE YAZOO & MISSISSIPPI VALLEY R. R. CO.

Classification A 307.

Exceptions to Southern Classification 29, I. C. C. No. 4; The Yazoo & Mississippi Valley Classification D 303, I. C. C. No. 1204;

Mississippi State Classification A 304 and Louisiana State Classification A 306, or Subsequent Issues.

LOCAL CLASSIFICATION OF FREIGHT.

Issued August 28, 1901.

Effective September 3, 1901.

ARTICLE.	Class.
Agricultural implements, when forwarded for repairs, will be returned via same route at owner's risk, released, at half tariff rates, when accompanied by freight bill showing forwarding at full tariff rates. Such freight bill must be attached to waybill. Unless shipment is returned within sixty days from date of forwarding for repairs, full tariff rates will be charged returning.	
Agricultural implements in carloads or less than carloads, returned to manufacturers, will not be accepted for shipment without full prepayment of charges from point of shipment to destination, unless accompanied by an order from manufacturers for such return, said order to be attached to waybill accompanying the shipment to destination.	
Agricultural implements, N O S, minimum weight 24,000 lbs., released.-----	6
Bark, tan, C L-----	T
Barrels, whisky, returned-----	4
Beef and pork-----	B
Box and barrel material, C L-----	T
Bran, mixed carloads; see Grain products.	
Brick, common, per car 25,000 lbs. or less, excess at proportionate rate-----	Spl.
Brick, pressed or fire, C L-----	T
Brick, common, L C L, 5 cents per 100 lbs. higher than Class K.	
Brick, fire, L C L, 5 cents per 100 lbs. higher than Class T.	
Brick, mixed carloads. See Building material.	
Brick, from manufacturing plants on this line, when actual weight can not be ascertained, will be estimated at five (5) lbs. per brick.	
Building material, mixed shipments, consisting of lime, cement, plaster, sand, brick, lumber, laths and shingles, shall be charged for at highest carload rate applying on any of the articles in the car, minimum weight 24,000 lbs.	
Butter-----	1
Butter, released-----	2
Calcium, carbide of, in barrels, iron drums or in tin cans, boxed or jacketed-----	5
Same, L C L-----	3

ARTICLE.	Class.
Cans, empty, namely; fruit, tin, in bulk (shipper's option), minimum weight 20,000 lbs., C L-----	4
Same, fruit, entirely boxed or crated, minimum weight 20,000 lbs., C L-----	4
Cement, C L-----	R
Cement, L C L, 5 cents per 100 lbs. higher than Class R.	
Cement, mixed carloads. See Building material.	
Cheese-----	1
Cheese, released-----	3
Clay, common or fire, C L-----	T
Coal and coke, C L-----	N
Coal and coke, L C L, packed, \$1 per ton higher than Class N.	
Cotton, uncompressed, in bales, any quantity-----	4
Cotton gins, feeders and condensers, minimum weight 15,000 lbs., released, C L-----	3
Same, released, L C L-----	2
Cotton seed, C L-----	S
Cotton seed, L C L, 50 cents per ton higher than Class M.	
Cotton seed meal, cake and hulls. See Fertilizer.	
Cotton sweepings or motes (refuse of cotton spinning factories)-----	A
Cylinders, part of cotton mill machinery, but shipped separate therefrom, set up, packed, not capable of being loaded in box cars, minimum weight 24,000 lbs.-----	3
Drain tiles, released, C L-----	T
Earthen turpentine cups, C L-----	T
Dynamos, minimum weight 24,000 lbs., C L-----	4
Fencing wire, woven field, in rolls-----	5
Fertilizer: Bones, bone dust, hoofs, horns, grabbats, cotton seed ashes, cake, hulls and meal-----	O
Fertilizers, L C L, as specified above, 20 per cent higher than Fertilizer, C L.	
Flour, in barrels and sacks, mixed, C L-----	C
Flour, mixed carloads. See Grain products.	
Generators, gas, and gas machines, various detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight 24,000 lbs., released-----	6
Grader's or levee contractor's outfit, C L-----	L
Grain, hay and feed, mixed, minimum weight 24,000 lbs., C L-----	D
Grain products, viz.: Flour, corn meal and bran, in mixed carloads, freight charges on entire shipment shall be assessed at the rate on highest rated article contained in the shipment.	
Hoop poles, C L-----	T
Hoop poles, L C L, 5 cents per 100 lbs. higher than Class T.	
Household goods or household goods and live stock, C L-----	L
Ice, C L-----	R
Ice, L C L, packed, 5 cents per 100 lbs. higher than Class R.	
Ice, packed in boxes, barrels, casks, bags, sawdust or chaff, prepaid, L C L-----	3
Iron, namely, bridge, pig or scrap, also R. R. spikes, splices, bolts, nuts, chairs, frogs and rails, C L-----	N

ARTICLE.	Class.
Laths, mixed carloads. See Building material.	
Lime, C L.....	R
Lime, L C L, 5 cents per 100 lbs. higher than Class R.	
Lime, mixed carloads. See Building material.	
Live Stock.—Shipments of live stock moving between any two points, both of which are located within the STATE OF MISSISSIPPI, may be made in mixed carloads, provided the different kinds of live stock are separated by gates, bars or partitions, put in by or at expense of shipper and without injury to the car.	
Upper decks may be put in cars by or at expense of shipper and without injury to car. Rates on such mixed or double decked cars will be the same as now authorized by Mississippi tariffs on live stock in carloads. Shippers loading in the above described manner assume all responsibility for damage which may occur by reason of the stock being so loaded. On such mixed shipments, rate applying on the highest rated stock shall apply on entire shipment.	
Live stock, except race horses, in single deck cars, not to exceed 20,000 lbs., to be fed by owner at his expense, and released as per contract between shipper and authorized agent of company, C L.....	L
Sheep and hogs, C L, in single deck cars, not to exceed 20,000 lbs., to be fed by owner at his expense, and released as per contract between shipper and authorized agent of this company, 20 per cent less than rate on horses.	
Race horses, C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on ordinary horses. This rate includes passage for not exceeding three attendants with car. Additional attendants must be charged for by purchasing tickets at passenger tariff rates. All attendants with race horses are at their own risk.	
Live stock, in double deck cars, will not be received for shipment.	
Live stock, except race horses, L C L, to be fed by owner at his expense, valuation limited, and to be released as per contract, weight estimated as follows until the amount charged shall equal carload rate; valuation limited to not exceeding \$100 for each animal:	
One horse or mule.....	2,000 lbs. 4
Two horses or mules.....	3,500 lbs. 4
Each additional horse or mule.....	1,000 lbs. 4
Cattle, L C L, 20 per cent less than rate on horses and mules, L C L.	
Mare and colt together.....	2,500 lbs. 4
Cow and calf together.....	1,800 lbs. 4
Yearling cattle, actual weight, not less than 1,000 lbs. each.....	4
Stallions, jacks and bulls, 2,500 lbs. each, and valuation limited to not exceeding \$125 for each animal.....	4

ARTICLE.	Class.
Yearling stallion or bull calf, valuation limited to \$25, 1,600 lbs.-----	4
Calves and sheep, boxed, actual weight, but not less than 125 lbs. each.-----	1
Colts, under one year old, 500 lbs. each.-----	1
Lambs and pigs, boxed, actual weight.-----	1
Hogs for market, boxed, 350 lbs. each.-----	1
Stock hogs, boxed, 125 lbs. each.-----	1
Race horses, L C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on ordinary horses. No passes will be issued to attendants in charge.	
Live stock, not released, double the foregoing rates.	
Logs, except walnut and cherry, C L.-----	W
Minimum weight: In cars of less than 40,000 lbs. capacity, marked capacity of car; in cars of 40,000 lbs. and greater capacity, 40,000 lbs. Actual weight must be charged for if greater than minimum.	
Same, L C L, 5 cents per 100 lbs. higher than Class W.	
Logs, walnut and cherry, C L, 25 per cent higher than Class W.	
Minimum weight: In cars of less than 40,000 lbs. capacity, marked capacity of car; in cars of 40,000 lbs. and greater capacity, 40,000 lbs. Actual weight must be charged for if greater than minimum.	
Same, L C L, 5 cents per 100 lbs. higher than carload rates.	
Lumber, dressed, except walnut and cherry, and shingles, C L.-----	S
Same, L C L, 5 cents per 100 lbs. higher than Class S.	
Lumber, walnut and cherry, dressed, C L, 25 per cent higher than Class S.	
Same, L C L, 5 cents per 100 lbs. higher than carload rates.	
Lumber, rough, except walnut and cherry, staves, heading and laths, C L.-----	S
Same, L C L, 5 cents per 100 lbs. higher than Class T.	
Lumber, walnut and cherry, rough, C L, 25 per cent higher than Class T.	
Same, L C L, 5 cents per 100 lbs. higher than carload rates.	
Lumber, cypress, green, estimated weight 5,000 lbs. per M.	
Same, dry, estimated weight 3,000 lbs. per M.	
Lumber, mixed carloads. See Building material.	
Machinery, when forwarded for repairs, will be returned via same route, at owner's risk, released, at half tariff rates, when accompanied by freight bill showing forwarding at full tariff rates. Such freight bill must be attached to the waybill. Unless shipment is returned within sixty days from date of forwarding for repairs, full tariff rates will be charged returning.	
Machinery, in car loads, or less than carloads, returned to manufacturers, will not be accepted for shipment without full prepayment of charges from point of shipment to destination, unless accompanied by an order from manufacturers for such return, said order to be attached to waybill accompanying the shipment to destination.	

ARTICLE.	Class.
Machinery, N O S, all kinds, boilers, engines, or parts thereof, minimum weight 24,000 lbs., released-----	6
Manganese, crude, C L-----	T
Meal, corn, in barrels-----	F
Meal, corn, mixed carloads. See Grain products.	
Meats, cotton seed, minimum weight 24,000 lbs., 50 per cent higher than cotton seed, C L.	
Meats, cotton seed (decorticated or hulled cotton seed), 40 per cent higher than Class M.	
Meats, salt, loose or in wood or in sacks-----	B
Meat, loose, in lots of not less than 1,000 lbs., between all stations in MISSISSIPPI-----	B
Each piece of loose meat must be securely tagged, and tag must show the name of consignor, consignee and destination. Forwarding agents must require from shipper his statement, in writing, releasing carrier from any responsibility for loss by deterioration in weight, and bills of lading must be indorsed by consignor "shipped at owner's risk."	
Meats, salt, in bulk, minimum weight 24,000 lbs. (no freight charge to be made for salt and ice in same car necessary for preservation in transit, provided that not more than 2,000 lbs. per car be carried free), released, C L-----	5
Melons, C L-----	D
Same, packed, prepaid or guaranteed, released, L C L-----	6
Mills, cotton seed oil, minimum weight 24,000 lbs., released, C L-----	6
Oil, coal, or its products, in cans, boxed, released, C L-----	6
Ores, iron and copper, C L-----	T
Piles, C L-----	T
Same, L C L, 5 cents per 100 lbs. higher than Class T.	
Pitch, C L-----	A
Plaster, C L-----	R
Same, L C L, 5 cents per 100 lbs. higher than Class R.	
Plaster, mixed carloads. See Building material.	
Powder, owner's risk, taken only at carrier's convenience-----	D1
No single shipment of powder will be taken for 100 miles or under for less than 50 cents, and for over 100 miles for less than 75 cents; and powder will not be considered as part shipment of other articles.	
Rice, N O S, C L-----	6
Rice chaff and rice bran, C L-----	D
Roofing slate, released, C L-----	A
Rosin (Note 1), C L-----	A
Salt, C L-----	R
Same, L C L, except table salt, 5 cents per 100 lbs. higher than Class R.	
Sand and gravel, C L-----	T
Same, L C L, 5 cents per 100 lbs. higher than Class T.	
Sand, mixed carloads. See Building material.	
Sawdust, C L-----	O
Sewer pipe, released, C L-----	T
Shingles, mixed carloads. See Building material.	

ARTICLE.	Class.
Stave bolts, heading bolts, spoke bolts and shingle bolts, green, C L-----	W
Same, L C L, 5 cents per 100 lbs. higher than Class W.	
Stone, broken, C L-----	T
Stoves, alcohol, gas, gasoline, oil and vapor, with or without skeleton frames, boxed or crated or loose, minimum weight 24,000 lbs., released, C L-----	5
Stoves, N O S, stove plates, stove furniture, hollowware (shipped with stoves), minimum weight 24,000 lbs., released, C L-----	5
Stucco, C L-----	R
Same, L C L, 5 cents per 100 lbs. higher than Class R.	
Tanks, oil storage, loaded lengthwise and strapped to flat car-----	1
Tar, Coal, C L-----	A
Telegraph poles, C L-----	T
Vehicles.—Carriages, buggies, trotting wagons, K D, boxed or well crated, package exceeding 50 inches in height, L C L-----	D1
Knocked down, boxed or well crated, package not exceeding 50 inches in height, L C L-----	1½
Whisky, domestic wines, domestic brandies, in wood, actual weight, owner's risk of leakage, value limited to 75 cents per gallon, and so receipted for, C L-----	5
Same, L C L-----	3
Woodenware, minimum weight 20,000 lbs., C L-----	4
Wood (fuel), C L-----	P
The following carload minimum will apply:	
Cars of 40,000 lbs. and less capacity, 10 cords.	
Cars of 50,000 lbs. capacity, 11 cords.	
Cars of 60,000 lbs. capacity, 12 cords.	

Applies except as to commodity rates named in Tariff B 1022.

NOTE.—The following rule will govern mixed carload shipments of rosin and turpentine from all stations on the Yazoo & Mississippi Valley R. R. to New Orleans, La.

CARLOAD RATE ON EACH ARTICLE.

Minimum carload weight on entire shipment 30,000 lbs. In the event of discrepancy in weights, apply rate on rosin to cover discrepancy.

MINIMUM CHARGE.—No single shipment will be taken for less than 25 cents.

MINIMUM CARLOAD WEIGHT.—Minimum weight per carload will be 24,000 lbs., unless otherwise provided herein.

THE TON WEIGHT will be 2,000lbs., unless otherwise provided for.

PERISHABLE FREIGHT.—The charges on perishable freight receipted for at owner's risk must be prepaid or guaranteed to the satisfaction of receiving agent.

FREIGHT IN BULK.—Freight in bulk will only be taken in carload quantities. Must be weighed on track scales when necessary

to obtain correct weight, and charges collected on basis of actual gross weight, provided such weight is not less than the established carload minimum weight as provided for herein.

APPLICATION OF CARLOAD RATES.—Carload rates will only apply on shipments from one consignor and shipping point to one consignee and destination on same date, the owner to promptly load and unload or pay the cost of such service.

PARTIAL PREPAYMENT OF FREIGHT CHARGES.

1. Freight charges on consignment intended for Flag Stations (stations at which there are no freight agents) must invariably be prepaid in full to destination.

2. When other freight is received from a connecting line on which the freight charges are only partially prepaid, agent will require the entire amount to be prepaid from shipping point to destination and will not accept same otherwise, excepting under the following conditions:

(a) When rate less than tariff has been applied on a perishable shipment and the agent finds it necessary to increase the amount of charges while shipment is in transit.

(b) When perishable shipment is underbilled in weight and it is necessary to increase the amount of waybill while shipment is in transit, sum billed collect being the freight on excess weight.

(c) When the sum to collect is cost of re-icing refrigerator car, for feeding or bedding live stock in transit.

3. When shipper delivers to agent shipment destined to a point not located on any line of railroad, and to which the through rate cannot be ascertained, agents are authorized to accept same if an amount is paid sufficient to cover freight charges to nearest point of final delivery to which rate is known.

4. In all cases the reason for putting the extra amount on prepaid waybills should be carefully explained on the waybills.

DISTANCE TARIFF, WITH STATIONS SHOWN, ON Y. & M. V. R. R.

(Corrected to July 9, 1905.)

STATIONS.		Miles From
CLARKSDALE DISTRICT.		<i>Memphis.</i>
Memphis.....	Tenn.....	0
*Mallory.....	".....	3
*Etter.....	".....	5
†*West Junction.....	".....	6
*Ensley.....	".....	7
*Darwin.....	".....	11
Lakeview.....	Miss.....	13
Walls.....	".....	15
*Glover.....	".....	18
Lake Cormorant.....	".....	20
*Holloway.....	".....	23
Penton.....	".....	25
*Clack.....	".....	26
Robinsonville.....	".....	29
*Bowdre.....	".....	31
*Turley.....	".....	33
Hollywood.....	".....	34
Tunica.....	".....	39
Evansville.....	".....	42
Clayton.....	".....	45
*Maud.....	".....	48
Dundee.....	".....	51
†*Hamlin.....	".....	53
Lula.....	".....	56
*Maddux.....	".....	58
*Moon.....	".....	59
Coahoma.....	".....	64
*Rudyard.....	".....	66
Clover Hill.....	".....	70
Lyon.....	".....	74
*Barklay.....	".....	75
Clarksdale.....	".....	77
*Davenport.....	".....	81
*Pullen.....	".....	82
Bobo.....	".....	84
*Britain & Dunn.....	".....	87
Alligator.....	".....	88
Duncan.....	".....	92
Hushpuckena.....	".....	95
†*Hobson.....	".....	97
Shelby.....	".....	99
Mound Bayou.....	".....	104
Merigold.....	".....	107
*Renova.....	".....	111
Cleveland.....	".....	114

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
LAKE CORMORANT DISTRICT.	
Lake Cormorant	Miss-- 0
*Marienette	" -- 3
Banks	" -- 6
*Lost Lake	" -- 9
*Dragg	" -- 11
Prichard	" -- 15
Savage	" -- 20
Sarah	" -- 24
†*Buxton	" -- 25
*Askew	" -- 27
Crenshaw	" -- 29
*Darr	" -- 30
*Kidder	" -- 31
Sledge	" -- 34
*Bessie	" -- 36
*Falcon	" -- 37
*Roland	" -- 39
Darling	" -- 40
*Essex	" -- 42
*Stalls	" -- 43
*Tudor	" -- 43
†*Briggs	" -- 44
Marks	" -- 47
*Maurice	" -- 48
†*Plummer	" -- 49
†*Metcalf	" -- 50
*Hilman	" -- 51
*Lambert	" -- 52
*Yarbrough	" -- 53
*Oliverfried	" -- 54
*Buford Lake	" -- 55
*Atkins	" -- 56
*Alfrey	" -- 57
*Longstreet	" -- 58
*Carr	" -- 60
Vance	" -- 61
†*Baden	" -- 65
Tutwiler	" -- 67
SWAN LAKE LINE.	
*Lambert	Miss-- 0
†*Swan Lake Junction	" -- 1
*McPherson	" -- 2
*Interstate	" -- 4
*Chancy	" -- 5
*Wymond	" -- 8
*Stover	" -- 10

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.		Miles From
HELENA DISTRICT.		<i>Lula.</i>
Helena.....	Ark.....	8
Trotters Point.....	Miss.....	7
*Glendale.....	".....	7
†*State Levee.....	".....	5
*Jeffreys.....	".....	4
†*Powell.....	".....	3
†*Danforth.....	".....	2
†*Mascot.....	".....	1
Lula.....	".....	0
†*Barbees.....	".....	3
*Ingram.....	".....	3
Yazoo Pass.....	".....	3
*Wildwood.....	".....	4
*Priddy.....	".....	6
*Sunday.....	".....	8
*Matagorda.....	".....	9
Jonestown.....	".....	10
*Eagles Nest.....	".....	12
RIVERSIDE DISTRICT.		<i>Coahoma.</i>
Coahoma.....	Miss.....	0
*Long Lake.....	".....	3
*Armistead.....	".....	5
Friars Point.....	".....	6
*Session.....	".....	9
Dickerson.....	".....	10
Stovall.....	".....	11
Farrell.....	".....	14
*Findlay.....	".....	17
Sherard.....	".....	18
*Baugh.....	".....	20
Green Grove.....	".....	23
Rena Lara.....	".....	24
*Bruton.....	".....	25
Hillhouse.....	".....	27
*Eldridge.....	".....	28
*Francis.....	".....	31
Round Lake.....	".....	33
Deeson.....	".....	35
†*Rembert.....	".....	38
Perthshire.....	".....	40
Gunnison.....	".....	42
*Sunnywild Switch.....	".....	45
*Wright.....	".....	46
Kerg.....	".....	48
Rosedale.....	".....	50
*Gill.....	".....	54
Beulah.....	".....	56

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
RIVERSIDE DISTRICT—CONTINUED.	
<i>Coahoma.</i>	
*Christmas-----Miss--	57
*McCoy-----"	59
Lobdell-----"	61
*Dahomey-----"	64
Benoit-----"	66
*Nugent-----"	67
*Lake Vista-----"	70
Scott-----"	71
Lamont-----"	75
Winterville-----"	78
*Hunts-----"	80
Wilczinski-----"	83
Greenville-----"	87
Swiftwater-----"	92
Wayside-----"	97
Avon-----"	100
*James-----"	102
†*Merritt-----"	103
Lucks-----"	104
Longwood-----"	106
Erwin-----"	109
*Foote-----"	111
*Marathon-----"	113
Hampton-----"	115
*Spencer-----"	117
Grace-----"	118
*Booth-----"	121
*Lorenzen-----"	123
†*Riverside Junction-----"	125
KIMBALL LAKE DISTRICT.	
<i>Boyle.</i>	
Rosedale-----Miss--	24
Malvina-----"	18
Arnold-----"	12
†*Kimball Lake-----"	8
*Skene-----"	4
Boyle-----"	0
†*Halstead-----"	5
Dockery-----"	8
LELAND DISTRICT.	
<i>Leland.</i>	
†*Moores-----Miss--	19
Rex-----"	19
*Campbell's Crossing-----"	18
†*Avondale-----"	17
Lamont-----"	15

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.		Miles From
LELAND DISTRICT—CONTINUED.		
		<i>Leland.</i>
Wilczinski	Miss	7
†*Market	"	6
Magenta	"	4
Stoneville	"	2
Leland	"	0
Holly Knowe	"	4
Tribbett	"	9
*Bourbon	"	11
Trail Lake	"	14
*Munson	"	15
†*Yerger	"	17
GLEN ALLEN BRANCH.		
		<i>Hampton.</i>
Hampton	Miss	0
Glen Allen	"	2
TALLAHATCHIE DISTRICT.		
		<i>Clarksdale.</i>
Clarksdale	Miss	0
*Durham	"	3
*Boone	"	5
*Earnest	"	6
Mattson	"	8
Dublin	"	10
*Fitch	"	13
Tutwiler	"	15
Sumner	"	20
†*Shingle	"	21
Webb	"	23
*Albin	"	25
Swan Lake	"	29
†*Whitehead Landing	"	31
*Darnell	"	32
Glendora	"	32
*Black Bayou	"	33
†*Black Bayou Junction	"	35
*Somerville	"	36
†*Mill Bayou Junction	"	38
*Towne	"	39
Philipp	"	40
*Sandy Ridge	"	42
Geren	"	45
Money	"	48
†*Kennedy	"	49
*Inlow Spur	"	50
*Craigsides	"	52
†*Parsons Junction	"	57
Greenwood	"	58

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
TALLAHATCHIE DISTRICT—CONTINUED.	
<i>Clarksdale.</i>	
*Rising Sun.....	Miss 63
Sidon.....	" 66
*Rogers.....	" 71
Cruger.....	" 73
*Keirn.....	" 76
*Wyatt.....	" 79
Tchula.....	" 83
*Gwin.....	" 84
MATTSON BRANCH.	
<i>Mattson.</i>	
Mattson.....	Miss 0
Roundaway.....	" 8
*Hendon.....	" 13
MINTER CITY BRANCH.	
<i>Black Bayou Junction.</i>	
Black Bayou Junction.....	Miss 0
†*Deer Mound.....	" 2
Minter City.....	" 4
Mill Bayou Junction.....	" 8
SUNFLOWER DISTRICT.	
<i>Tutwiler.</i>	
Tutwiler.....	Miss 0
Rome.....	" 5
Minot.....	" 7
Parchman.....	" 8
Fitzhugh.....	" 10
*Wade.....	" 10
*Kirkpatrick.....	" 10
*Buffalo.....	" 11
*Scatcherd.....	" 11
*Whitney.....	" 12
*Barksdale.....	" 13
*Logton.....	" 14
Drew.....	" 16
*Rule.....	" 17
*Ballston.....	" 18
*Allen Spur.....	" 19
Ruleville.....	" 21
*Wilson.....	" 23
*Cottondale.....	" 24
Doddsville.....	" 27
*Eastland.....	" 28
†*Pittman.....	" 30
*Blaine.....	" 30
*Pentecost.....	" 31
*Wolf City.....	" 33

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
SUNFLOWER DISTRICT—CONTINUED.	
	<i>Tutwiler.</i>
*Dwyer.....Miss.	34
Sunflower....."	34
*Inwood....."	37
Moorhead....."	42
*Englewood....."	44
*Markham....."	46
*Gilliam....."	49
Inverness....."	51
*Bowles....."	52
*Gaston....."	53
*Miller....."	54
*Caile....."	55
*Janesco....."	56
Isola....."	57
*Finns....."	60
*Bellewood....."	60
Belonza....."	65
Silver City....."	72
†*Carter....."	80
†*Home Park....."	85
†*Yazoo River....."	85
†*Norway....."	87
†*Belzona Junction....."	89
Yazoo City....."	91
GREENWOOD DISTRICT.	
	<i>Grenada.</i>
Grenada.....Miss.	0
*Thomas....."	5
Dubard....."	7
Holcomb....."	11
Parsons....."	15
Le Flore....."	19
†*Avalon....."	21
Whaley....."	23
†*Parsons Junction....."	31
YAZOO DISTRICT.	
	<i>Clarksdale.</i>
*Gwin.....Miss.	88
*Shackleford....."	89
*Westfield....."	92
Mileston....."	93
*Good Hope Gin....."	94
Thornton....."	96
Bee Lake....."	99
Eden....."	103
*Sims....."	104
*Renshaw....."	108

*Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From-
YAZOO DISTRICT—CONTINUED.	
<i>Clarksdale.</i>	
*Lintonia.....	Miss 113
Yazoo City.....	" 114
*Crupp.....	" 120
Valley.....	" 121
*Tinsley.....	" 124
Anding.....	" 129
Bentonia.....	" 133
*Morey.....	" 136
Flora.....	" 141
Pocahontas.....	" 146
*Green's.....	" 148
*Cynthia.....	" 151
Jackson.....	" 159
TCHULA DISTRICT.	
<i>Durant.</i>	
*Gwin.....	Miss 26
†*Vulcan.....	" 23
Howard.....	" 21
Lexington.....	" 12
Owens.....	" 8
Durant.....	" 0
CLEVELAND DISTRICT.	
<i>Memphis.</i>	
Cleveland.....	Miss 114
Boyle.....	" 116
*O'Reillys.....	" 119
Shaw.....	" 124
*Dean.....	" 126
*Choctaw.....	" 128
Helm.....	" 132
*Head.....	" 134
Elizabeth.....	" 138
Leland.....	" 140
†*Isenberg.....	" 141
Burdette.....	" 144
*Welmot.....	" 147
†*McCrutchen.....	" 150
Arcola.....	" 152
Estill.....	" 153
*Warsaw.....	" 155
Hollandale.....	" 157
*Blueella.....	" 158
Percy.....	" 161
*Panther Burn.....	" 164
Nitta Yuma.....	" 168
*Cameta.....	" 169
Anguilla.....	" 171

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
CLEVELAND DISTRICT—CONTINUED.	
†Mont Helena.....	Miss. 174
†*Riverside Junction.....	" 175
Rolling Fork.....	" 177
Egremont.....	" 181
Cary.....	" 185
*Blanton.....	" 189
*Onward.....	" 191
*Smedes.....	" 193
*Kelso.....	" 195
Valley Park.....	" 198
†*Hardee.....	" 201
*Walsh.....	" 203
*Flowerree.....	" 205
*Katzenmeyer.....	" 206
†*Twin Lake.....	" 209
Redwood.....	" 210
*Blakely.....	" 212
†*Kings.....	" 217
Vicksburg.....	" 220
VICKSBURG DISTRICT.	
Vicksburg.....	Miss. 220
*Stout.....	" 223
†*Mattingly.....	" 226
*Cedars.....	" 227
*Warrenton.....	" 228
†*Glass.....	" 230
Yokena.....	" 233
*Allen.....	" 238
†*Galloway.....	" 240
*Ingleside.....	" 243
†*Oaklawn.....	" 246
Port Gibson.....	" 250
*Gordon.....	" 255
Russum.....	" 257
Lorman.....	" 262
†*Melton.....	" 265
Harriston.....	" 269
*Doubling Spur.....	" 275
McNair.....	" 276
Hamburg.....	" 281
†*Orange.....	" 284
Roxie.....	" 286
*White Apple.....	" 290
*Franklin.....	" 292
Knoxville.....	" 296
†*Garden City.....	" 297
*Lolly.....	" 298

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
VICKSBURG DISTRICT—CONTINUED.	
Rosetta..... Miss	<i>Memphis.</i> 301
*Dayton..... "	303
*Butler..... "	304
*Adams Lumber Co..... "	306
*Coles..... "	306
*Daniels..... "	307
*Brights..... "	309
Gloster..... "	312
*Enoch..... "	315
*Tatum..... "	316
Centreville..... "	320
*Whittaker..... "	326
Norwood..... "	330
Wilson..... "	333
WILSON DISTRICT.	
Wilson..... La	333
*Gurley..... "	337
McManus..... "	339
Ethel..... "	342
*Marshall..... "	345
Slaughter..... "	347
*106-Mile Spur..... "	349
Zachary..... "	352
McHugh..... "	353
Baker..... "	356
*Merritt..... "	357
*Maryland..... "	359
*Istrouma..... "	360
*Scotland..... "	361
Baton Rouge..... "	366
†*Gourier..... "	369
*Arlington..... "	370
†*Chattsworth..... "	373
*Gardere..... "	374
*Longwood..... "	375
*Burtville..... "	375
*Walker..... "	375
*Rhodes..... "	377
*Bayou Paul..... "	378
*Iberville..... "	379
*Oakley..... "	379
St. Gabriel..... "	380
*Rescue..... "	383
*Bruns..... "	383
†*Dreyfus..... "	384
*Southwood..... "	385
Geismar..... "	386

* Prepay station.

† No side track. Carload freight cannot be handled.

STATIONS.	Miles From
WILSON DISTRICT—CONTINUED.	
	Memphis.
*Mount Houmas.....	La. 387
*Cottage Farm.....	" 388
*Humphries.....	" 388
§ Belle Helene.....	" 390
†*Rearwood.....	" 390
Burnside.....	" 394
†*Miles.....	" 395
*Union.....	" 396
*St. Mary.....	" 397
*Crews.....	" 398
*Central.....	" 399
†*Rapidan.....	" 400
*Helvetia.....	" 400
*Wilton.....	" 401
*Colomb Park.....	" 402
*Malarcher.....	" 403
*Lily.....	" 403
†*Donaldson.....	" 404
*Home.....	" 404
*Uncle Sam.....	" 404
Convent.....	" 405
*Oneida.....	" 406
*Belmont.....	" 408
*Hester.....	" 408
†*Store No. 48.....	" 409
*Remy.....	" 410
*St. Elmo.....	" 411
*Poche.....	" 411
*Paulina.....	" 411
Lutcher.....	" 413
Gramercy.....	" 414
*Sport.....	" 415
*Mt. Airy.....	" 416
*Angelina.....	" 416
Garyville.....	" 418
†*Bougere.....	" 419
*Graugnard.....	" 419
§*Dolsen.....	" 419
†*Welcome.....	" 420
*Terre Haute.....	" 420
*Dutch Bayou.....	" 421
Reserve.....	" 421
†*Cornland.....	" 422
*Belle Point.....	" 423
†*Store No. 21.....	" 424
La Place.....	" 425
*Woodland.....	" 426
†*Gebelin Store.....	" 427

* Prepay station.

† No side track. Carload freight cannot be handled,

§ Carload freight only.

STATIONS.	Miles From
WILSON DISTRICT—CONTINUED.	
	Memphis.
*St. John.....	La. 427
*Virgin.....	" 428
*Bonnet Carre.....	" 428
*Gypsie.....	" 429
†*Montz.....	" 429
*Kellers.....	" 430
*Hermitage.....	" 430
*Sellers.....	" 431
†*Good Hope.....	" 433
*Sarpy.....	" 433
*Prospect.....	" 434
*Victoria.....	" 435
*Rost.....	" 437
*Pecan Grove.....	" 438
§*Crespo.....	" 439
*St. Rose.....	" 440
*Frellsen.....	" 442
*Seer.....	" 443
†*Hanson City.....	" 444
Kenner.....	" 445
*Harahan.....	" 447
*Jefferson.....	" 448
Sauve.....	" 448
†*Shrewsbury.....	" 451
*Southport Junction.....	" 455
New Orleans.....	" 455
NATCHEZ DISTRICT.	
	Harriston.
Natchez.....	Miss 28
*Rawles.....	" 25
*Foster.....	" 22
†*Selma.....	" 19
Stanton.....	" 16
Cannonsburg.....	" 14
Stampley.....	" 9
Fayette.....	" 2
Harriston.....	" 0
Stonington.....	" 3
Red Lick.....	" 6
†*Tillman.....	" 12
Martin.....	" 15
Hermanville.....	" 21
†*St. Elmo.....	" 24
Carlisle.....	" 26
McCaleb.....	" 29

* Prepay station.

† No side track. Carload freight cannot be handled.

‡ Carload freight can only be handled when consigned to the Sutherland-Innes Co.

STATIONS.		Miles From
NATCHEZ DISTRICT—CONTINUED.		<i>Harriston</i>
Myles.....	Miss..	30
Carpenter.....	"	32
Utica.....	"	39
Adams.....	"	44
Learned.....	"	46
Oakley.....	"	49
Raymond.....	"	55
*McRaven.....	"	62
*Van Winkle.....	"	66
Jackson.....	"	70
CLINTON DISTRICT.		<i>Ethel.</i>
Ethel.....	La	0
†*Brown.....	"	2
†*Battle.....	"	4
Clinton.....	"	8
WOODVILLE DISTRICT.		<i>Slaughter.</i>
Slaughter.....	La	0
Lindsay.....	"	4
†*Jackson Road.....	"	6
†*Delombre.....	"	8
*Riddle.....	"	10
†*Powells.....	"	12
Bayou Sara.....	"	16
†*Baines.....	"	20
†*Howells.....	"	21
†*Catalpa.....	"	22
*Richardson.....	"	23
†*Converse.....	"	26
†*Wakefield.....	"	27
†*Brothers.....	"	28
†*Hamilton.....	"	29
Laurel Hill.....	"	30
†*McGehee.....	"	32
†*Morgans.....	"	34
Turnbull.....	Miss..	36
*Ashwood.....	"	37
Woodville.....	"	41

* Prepay station.

† No side track. Carload freight cannot be handled.

NEW ORLEANS & NORTHEASTERN R. R. CO.

Freight Tariff No. 458-A.

(Cancels Local Distance Tariff L-87 and Supplements.)

APPLYING ON

GENERAL MERCHANDISE

BETWEEN

STATIONS IN MISSISSIPPI

ON THE

NEW ORLEANS & NORTHEASTERN RAILROAD.

Rates named in this Tariff apply only on traffic originating and ending within the State of Mississippi, and are made in accordance with rulings of Mississippi State Commissioners.

Governed by Southern Classification No. 25, N. O. & N. E. R. R.

Classification No. 270 and Supplements or Subsequent Issues,

with exceptions as noted in N. O. & N. E. R. R.

Classification Circulars Nos. 165 and 277 and

Supplements or Subsequent Issues.

New Orleans, La., January 27, 1903. Effective January 31, 1903.

TABLE OF DISTANCES BETWEEN STATIONS.

STATIONS.	Merid- ian.	Hatties- burg.	Nich- olson.
*Arundel..... Miss	6	80	147
*Corry..... "	8	78	145
Enterprise..... "	17	69	136
*Wautubbee..... "	21	65	132
*Coopers..... "	24	62	129
Pachuta..... "	27	59	126
Barnett..... "	31	55	122
Vossburg..... "	36	50	117
*Weems..... "	38	48	115
Heidelberg..... "	40	46	113
*Haney..... "	45	41	108
Sandersville..... "	47	39	106
*Errata..... "	50	36	103
*Kingston..... "	56	30	97
Laurel..... "	57	29	96
*Alice..... "	63	23	90
Ellisville..... "	64	22	89

* Prepay Station.

STATIONS.		Merid- ian.	Hatties- burg.	Nich- olson.
*Fridge-----	" --	65	21	88
*Melrose-----	" --	66	20	87
*Blackburn-----	" --	68	18	85
Tuscanola-----	" --	73	13	80
*Albertson's Mills-----	" --	74	12	79
Eastabuchie-----	" --	78	8	75
*Yarbrough-----	" --	84	2	69
Hattiesburg-----	" --	85		68
*Bon Homme-----	" --	88	3	65
*Richburg-----	" --	91	6	62
*Arnold-----	" --	94	9	59
*Igo-----	" --	95	10	58
*Okahola-----	" --	97	12	56
Purvis-----	" --	102	17	51
*Talowah-----	" --	107	22	46
*Garrisons-----	" --	110	24	43
*Piotona-----	" --	111	26	42
Lumberton-----	" --	112	27	41
Hillsdale-----	" --	118	33	35
Orvisburg-----	" --	121	36	32
Poplarville-----	" --	125	40	28
*Glade-----	" --	129	43	24
*Derby-----	" --	132	47	21
*Millard-----	" --	135	49	18
*McClures-----	" --	136	50	17
*Clifton-----	" --	138	53	15
*McNeils-----	" --	139	54	14
*Tate-----	" --	141	55	12
Carriere-----	" --	143	57	10
*Pine Grove-----	" --	144	59	9
*Mitchell-----	" --	147	62	6
Picayune-----	" --	149	64	4
Nicholson-----	" --	153	68	

* Prépay Station.

NEW ORLEANS & NORTHEASTERN RAILROAD.

MISSISSIPPI RAILROAD COMMISSION

385

FOR
DISTANCE
OF

CLASSES.

PER HUNDRED POUNDS.

Per
Bbl.

†F

†D

†C

B

A

6

5

4

3

2

1

5 miles or less.....	20	16	14	12	10	7	10	13	-----	5	12	14	-----
10 miles and over 5.....	20	16	14	12	10	7	10	13	-----	6	12	14	-----
15 miles and over 10.....	28	23	19	15	12	9	11	15	-----	7	18	19	-----
20 miles and over 15.....	36	30	24	18	15	12	12	16	-----	7	20	24	-----
25 miles and over 20.....	42	35	28	21	17	13	13	19	-----	8	24	28	-----
30 miles and over 25.....	48	40	32	24	20	15	13	20	-----	8	24	32	-----
35 miles and over 30.....	54	45	36	27	22	17	14	22	-----	9	26	35	-----
40 miles and over 35.....	60	50	40	30	25	19	14	22	-----	10	26	35	-----
45 miles and over 40.....	62	52	42	32	26	20	15	24	-----	11	26	35	-----
50 miles and over 45.....	64	52	42	32	27	21	16	24	-----	12	26	35	-----
55 miles and over 50.....	65	54	44	34	28	21	16	26	-----	12	27	36	-----
60 miles and over 55.....	66	54	44	34	28	22	17	26	-----	13	27	36	-----
65 miles and over 60.....	67	56	46	36	29	22	17	26	-----	13	27	36	-----
70 miles and over 65.....	68	56	46	36	29	23	18	26	-----	14	27	36	-----
75 miles and over 70.....	69	57	47	37	30	23	18	27	-----	14	28	37	-----
80 miles and over 75.....	70	57	47	37	30	24	18	27	-----	15	28	37	-----
85 miles and over 80.....	71	58	47	37	30	24	18	27	-----	15	28	37	-----
90 miles and over 85.....	72	58	47	37	30	24	18	27	-----	15	28	37	-----
95 miles and over 90.....	73	59	47	37	30	24	18	27	-----	15	28	37	-----
100 miles and over 95.....	74	59	47	37	30	24	18	27	-----	15	28	37	-----
110 miles and over 100.....	74	60	47	37	30	24	18	27	-----	15	29	38	-----
120 miles and over 110.....	75	61	48	38	31	25	18	27	-----	15	29	38	-----
130 miles and over 120.....	76	62	48	38	31	25	18	27	-----	15	29	38	-----
140 miles and over 130.....	77	63	48	38	31	25	18	27	-----	15	29	38	-----
150 miles and over 140.....	78	64	49	39	32	26	18	27	-----	15	30	39	-----
miles and over 150.....	78	64	49	39	32	26	18	27	-----	15	30	39	-----

†See Special.

NEW ORLEANS & NORTHEASTERN RAILROAD.

FOR DISTANCE OF	PER HUNDRED POUNDS.													
	Brick, minimum C L, 40,000 lbs. (See Note 4.)	Corn, Oats, Corn Meal, Hominy, Grits, Hominy Feed, Grain, Screenings, Bran, Feed and Mill Stuff.	Flour, in Sacks.	Flour, in Barrels, per Barrel.	† Hay, Native Growth, minimum C L, 20,000 lbs. (See Note 5.) Hay, N O S, same.	Cow Peas, Native Growth, mini- mum C L, 20,000 lbs. (See Note 5.)	Cement, Lime and Salt, L C L.	Bagging and Cotton Ties, straight or mixed, C L, 24,000 lbs. min- imum.	Ice, C L.	† Ice, L C L, packed.	Fruits and Vegetables, Domestic.	Rosin, C L. (See Note 2.)	Turpentine, in barrels or in tank cars, C L. (See Notes 1 and 2.)	Native Growth Corn (in the ear). C L, 24,000 lbs. minimum. (See Note 5.)
5 miles or less.....	2	3	8	16	4	5	7	10	4	7	...	6	6	4
10 miles and over 5..	2	3	8	16	4	5	7	10	4	7	...	6	6	4
15 miles and over 10..	2½	3½	8	16	5	7	8½	11	5	12	...	6½	7	5
20 miles and over 15..	2½	3½	8	16	6	8	10½	12	6	12	...	6½	7	5
25 miles and over 20..	3	4½	8	16	7	8	11	13	6½	15	...	7	7	5
30 miles and over 25..	3	4½	8	16	8	8	11½	13	6½	15	...	7½	7	5
35 miles and over 30..	3	4½	8	16	8	8	12	13	6½	15	...	8	7	6
40 miles and over 35..	3	4½	8	16	8	8	12½	13	6½	15	...	8	7	6
45 miles and over 40..	3	4½	8	16	8	8	12½	13	6½	15	...	8	7	6
50 miles and over 45..	3	4½	8	16	8	8	12½	13	6½	15	...	8	7	6
55 miles and over 50..	4	6	10	24	10	8	13½	16	7½	21	...	9	9	8
60 miles and over 55..	4	6	10	24	10	8	13½	16	7½	21	...	10	10	8
65 miles and over 60..	4	6	10	24	10	8	14	17	8	22	...	10½	11	9
			12	36	10	13	14	17	8	22	...	11	11	10
			12	37	10	13	14½	17	8½	23	...	11½	11½	10

70 miles and over	65.-	4	6	10	14	12	19	24	38	10	18	10	14	15	13	17	8 $\frac{1}{2}$	23	11 $\frac{1}{2}$	12	10	14
75 miles and over	70.-	4	6	10	14	12	20	24	39	10	19	10	14	15 $\frac{1}{2}$	13	17	8 $\frac{3}{4}$	24	11 $\frac{1}{2}$	12 $\frac{1}{2}$	10	14
80 miles and over	75.-	4	6	10	15	12	20	24	39	10	19	10	15	15 $\frac{1}{2}$	13	17	9	24	11 $\frac{1}{2}$	13	10	15
85 miles and over	80.-	4	6	10	15	12	20	24	39	10	20	10	15	16 $\frac{1}{2}$	13	17	9 $\frac{1}{2}$	24	11 $\frac{1}{2}$	13 $\frac{1}{2}$	10	15
90 miles and over	85.-	4	6	10	15	12	20	24	40	10	20	10	15	16 $\frac{3}{4}$	13	17	9 $\frac{1}{2}$	24	11 $\frac{1}{2}$	14	10	15
95 miles and over	90.-	4	6	10	15	12	20	24	40	10	20	10	15	17	13	17	9 $\frac{3}{4}$	24	11 $\frac{3}{4}$	14 $\frac{1}{2}$	10	15
100 miles and over	95.-	4 $\frac{1}{2}$	6 $\frac{1}{2}$	10	15	12	20	24	41	10	20	10	15	17 $\frac{1}{2}$	13	17	10	24	12	15	10	15
110 miles and over	100.-	4 $\frac{1}{2}$	6 $\frac{1}{2}$	10	15	12	20	24	41	10	20	10	15	17 $\frac{1}{2}$	13	17	10	24	12	16 $\frac{1}{2}$	10	15
120 miles and over	110.-	4 $\frac{1}{2}$	6 $\frac{1}{2}$	10	15	12	21	24	42	10	20	10	15	17 $\frac{1}{2}$	13	17	10	25	12 $\frac{1}{2}$	17	10	15
130 miles and over	120.-	4 $\frac{1}{2}$	6 $\frac{1}{2}$	10	15	12	21	24	42	10	20	10	15	17 $\frac{1}{2}$	13	17	10	25	12 $\frac{1}{2}$	17 $\frac{1}{2}$	10	15
140 miles and over	130.-	4 $\frac{1}{2}$	6 $\frac{1}{2}$	10	15	12	21	24	43	10	20	10	15	17 $\frac{1}{2}$	13	17	10	25	13	18	10	15
150 miles and over	140.-	5	7 $\frac{1}{2}$	10	15	12	22	24	43	10	22	10	15	17 $\frac{1}{2}$	13	17	10	26	13 $\frac{1}{2}$	18	10	15
160 miles and over	150.-	5	7 $\frac{1}{2}$	10	15	12	22	24	44	10	22	10	15	17 $\frac{1}{2}$	13	17	10	26	13 $\frac{1}{2}$	19	10	15

† See Special Commodity Rates, page 8.

SPECIAL NOTICE.—See page 7 for rates on Flour, Grain, Hay and Packing House Products from Meridian, Miss., to N. O. & N. E. R. R. Stations.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NEW ORLEANS & NORTHEASTERN RAILROAD.

FOR DISTANCE OF	Per Hundred Pounds.										Per Ton																												
	†Fertilizers, C L.		†Staves, C L.		Slate, Salt, Cement, Lime, Jugware, Tan Bark, Melons, straight C L, 20,000 lbs. minimum.		Ores, Sand, Clay, †Stone, Charcoal, straight C L, 20,000 lbs. minimum.		†Lumber, Laths and Shingles, minimum C L, 24,000 lbs. (See Note 4.)			Beef and Pork, per barrel.		†Wood, C L, 20,000 lbs. minimum, per 100 lbs.		Wood, L C L, per 100 lbs.		C L.	L C L, for planting purposes.	†Cotton Seed.	Per 100 lbs.	Per Bale	Per Ton 2,000 lbs.	Per 100 lbs.	Per Car.	Circus Outfit. (See Note 6.)	Iron, Pig, †Scrap and Railroad, C L, 24,000 lbs. minimum. (See Note 3.)												
	C L		C L		C L		C L		C L			C L		C L		C L												C L		C L		C L		C L		C L		C L	
	C L		C L		C L		C L		C L			C L		C L		C L												C L		C L		C L		C L		C L		C L	
	C L		C L		C L		C L		C L			C L		C L		C L												C L		C L		C L		C L		C L		C L	
	C L		C L		C L		C L		C L			C L		C L		C L		C L		C L		C L		C L		C L		C L		C L									
	C L		C L		C L		C L		C L			C L		C L		C L		C L		C L		C L		C L		C L		C L		C L									
	C L		C L		C L		C L		C L			C L		C L		C L		C L		C L		C L		C L		C L		C L		C L									
	C L		C L		C L		C L		C L			C L		C L		C L		C L		C L		C L		C L		C L		C L		C L									
	C L		C L		C L		C L		C L			C L		C L		C L		C L		C L		C L		C L		C L		C L		C L									
C L		C L		C L		C L		C L		C L		C L		C L		C L		C L		C L		C L		C L		C L		C L											

45 miles and over 40...	3½	5	7½	6½	4	6	54	5	7½	7	9	110	97	2700	1700	2700	130
50 miles and over 45...	3½	5	7½	7	4½	6½	56	5	7½	7	9	120	100	2700	1800	2700	135
55 miles and over 50...	3½	5	7½	7½	4½	6½	58	5	7½	8	10	125	105	2900	1900	2900	135
60 miles and over 55...	3½	6	8	7½	4½	6½	60	6	9	8	10	130	110	2900	2000	2900	140
65 miles and over 60...	3½	6	8½	7½	5	7½	62	6	9	8	10	135	115	3200	2100	3200	140
75 miles and over 70...	4	6½	8½	8½	5	7½	65	6	9	8	10	140	120	3200	2200	3200	145
80 miles and over 75...	4	6½	8½	8½	5	7½	66	6½	9½	8	10	145	120	3400	2300	3400	145
85 miles and over 80...	4½	6½	9	9	5½	8½	67	6½	9½	8	11	150	125	3400	2400	3400	150
90 miles and over 85...	4½	6½	9½	9½	5½	8½	68	6½	9½	8	11	155	125	3500	2400	3500	155
95 miles and over 90...	5	6½	9½	9	5½	8½	69	6½	9½	8	11	160	130	3500	2400	3500	160
100 miles and over 95...	5	6½	10	9	6	9	70	6½	9½	8	12	170	140	3700	2500	3700	165
110 miles and over 100...	5½	6½	10	9½	6	9	74	6½	9½	9	12	175	145	3800	2500	3800	170
120 miles and over 110...	6	7	10	10	6	9	76	7	10½	9	12	180	150	3900	2500	3900	175
125 miles and over 120...	6½	7	10	10	6	9	76	7	10½	9	12	185	160	4000	2600	4000	175
130 miles and over 125...	6½	7	10	10	7	10½	76	7	10½	9	12	185	160	4000	2600	4000	175
140 miles and over 130...	7	7	10	10	7	10½	80	7	10½	9	13	190	170	4100	2600	4100	190
150 miles and over 140...	7½	7½	10	10	7	10½	84	7½	11½	10	13	195	180	4200	2700	4200	190
160 miles and over 150...	8	7½	10	10	7½	11½	86	7½	11½	11	14	200	190	4300	2900	4300	200

† See Special Commodity Rates, page 8.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NEW ORLEANS & NORTHEASTERN RAILROAD.

BETWEEN MERIDIAN, MISS., AND N. O. & N. E. R. R. STATIONS.	CLASSES.												Per Bbl.
	PER HUNDRED POUNDS.												
	1	2	3	4	5	6	A	B	†C	†D	E	H		†F
*Arundel.....Miss..	20	16	14	12	10	7	10	13	10	6	12	14	20
*Corry.....Miss..	20	16	14	12	10	7	10	13	10	6	12	14	20
Enterprise.....Miss..	26	21	18	16	14	12	11	15	11	6	14	16	22
*Wautubbee.....Miss..	42	35	28	21	17	13	13	19	16	8	24	28	26
*Coopers.....Miss..	42	35	28	21	17	13	13	19	16	8	24	28	26
Pachuta.....Miss..	48	40	32	24	20	15	13	20	16	8	24	32	27
*Barnett.....Miss..	54	45	36	27	22	17	14	22	17	9	26	35	29
Vossburg.....Miss..	60	50	40	30	25	19	14	22	17	10	26	35	30
*Weems.....Miss..	60	50	40	30	25	19	14	22	17	10	26	35	30
Heidelberg.....Miss..	60	50	40	30	25	19	14	22	17	10	26	35	30
*Haney.....Miss..	62	52	42	32	26	20	15	24	18	11	26	35	32
Sandersville.....Miss..	64	52	42	32	27	21	16	24	18	12	26	35	34
*Errata.....Miss..	64	52	42	32	27	21	16	24	18	12	26	35	34
*Kingston.....Miss..	66	54	44	34	28	22	17	26	19	13	27	36	36
Laurel.....Miss..	66	54	44	34	28	22	17	26	19	13	27	36	36
*Alice.....Miss..	67	56	46	36	29	22	17	26	19	13	27	36	37
Ellisville.....Miss..	67	56	46	36	29	22	17	26	19	13	27	36	37
*Fridge.....Miss..	67	56	46	36	29	22	17	26	19	13	27	36	37
*Melrose.....Miss..	68	56	46	36	29	23	18	26	19	14	27	36	38
*Blackburn.....Miss..	68	56	46	36	29	23	18	26	19	14	27	36	38
Tuscanola.....Miss..	69	57	47	37	30	23	18	27	20	14	28	37	39
*Albertson's Mills.....Miss..	69	57	47	37	30	23	18	27	20	14	28	37	39

Eastabuchie.....	Miss..	70	57	47	37	30	24	18	27	20	15	28	37	39
*Yarbrough.....	Miss..	71	58	47	37	30	24	18	27	20	15	28	37	39
Hattiesburg.....	Miss..	71	58	47	37	30	24	18	27	20	15	28	37	39
*Bon Homme.....	Miss..	72	58	47	37	30	24	18	27	20	15	28	37	40
*Richburg.....	Miss..	73	59	47	37	30	24	18	27	20	15	28	37	40
*Arnold.....	Miss..	73	59	47	37	30	24	18	27	20	15	28	37	40
*Igo.....	Miss..	73	59	47	37	30	24	18	27	20	15	28	37	41
*Okahola.....	Miss..	74	59	47	37	30	24	18	27	20	15	28	37	41
Purvis.....	Miss..	74	60	47	37	30	24	18	27	20	15	29	38	41
*Talawah.....	Miss..	74	60	47	37	30	24	18	27	20	15	29	38	41
*Garrisons.....	Miss..	74	60	47	37	30	24	18	27	20	15	29	38	41
*Protona.....	Miss..	75	61	48	38	31	25	18	27	21	15	29	38	42
Lumberton.....	Miss..	75	61	48	38	31	25	18	27	21	15	29	38	42
*Hillsdale.....	Miss..	75	61	48	38	31	25	18	27	21	15	29	38	42
Orvisburg.....	Miss..	76	62	48	38	31	25	18	27	21	15	29	38	42
Poplarville.....	Miss..	76	62	48	38	31	25	18	27	21	15	29	38	42
*Glade.....	Miss..	76	62	48	38	31	25	18	27	21	15	29	38	43
*Derby.....	Miss..	77	63	48	38	31	25	18	27	21	15	29	38	43
*Millard.....	Miss..	77	63	48	38	31	25	18	27	21	15	29	38	43
*McClure's.....	Miss..	77	63	48	38	31	25	18	27	21	15	29	38	43
*Clifton.....	Miss..	77	63	48	38	31	25	18	27	21	15	29	38	43
*McNeil's.....	Miss..	77	63	48	38	31	25	18	27	21	15	29	38	43
*Tate.....	Miss..	78	64	49	39	32	26	18	27	22	15	30	39	43
Carriere.....	Miss..	78	64	49	39	32	26	18	27	22	15	30	39	43
*Pine Grove.....	Miss..	78	64	49	39	32	26	18	27	22	15	30	39	43
*Mitchell.....	Miss..	78	64	49	39	32	26	18	27	22	15	30	39	43
*Pcayune.....	Miss..	78	64	49	39	32	26	18	27	22	15	30	39	43
Nicholson.....	Miss..	78	64	49	39	32	26	18	27	22	15	30	39	44

* Prepay Station.

† See page 7 for Commodity Rates on Grain, Flour and Packing House Products.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NEW ORLEANS & NORTHEASTERN RAILROAD.

SUPPLEMENT 1.

	Class.	
	A	B
5 miles and under.....	11	8
10 miles and over 5.....	13	9
15 miles and over 10.....	16	12
20 miles and over 15.....	18	14
25 miles and over 20.....	20	16
30 miles and over 25.....	21	17
35 miles and over 30.....	23	18
40 miles and over 35.....	25	19
45 miles and over 40.....	26	20
50 miles and over 45.....	27	21
60 miles and over 50.....	28	22
70 miles and over 60.....	29	22
80 miles and over 70.....	31	23
90 miles and over 80.....	32	24
100 miles and over 90.....	33	25
110 miles and over 100.....	34	26
120 miles and over 110.....	35	26
130 miles and over 120.....	36	27
140 miles and over 130.....	37	28
150 miles and over 140.....	38	29
160 miles and over 150.....	39	30

NOTE.—Live stock, L C L, to be fed by owner at his expense and to be released as per contract. Weight estimated as follows:

Valuation limited to not exceeding \$100 for each animal:

	<i>Pounds.</i>
One cow, not crated.....	1,600
Two cows.....	2,800
Each additional cow.....	800
Cow and calf together.....	1,800
Yearling cattle, actual weight, but not less than.....	1,000
Bull calf, value limited to \$25.....	1,600

Cattle, not released, double foregoing rates.

(a) Applies on cattle, crated, actual weight.

(b) Applies on cattle, not crated, estimated weights as per above rate.

Rates named in this tariff apply only on business originating and ending within the State of Mississippi.

(Reissue Supplement 38 to L 87.)

Issued February 4, 1903.

Effective February 9, 1903.

NEW ORLEANS & NORTHEASTERN RAILROAD.

Rates on Grain, Flour, Hay and Packing House Products, from Meridian, Miss., to N. O. & N. E. R. R. Stations.

FROM MERIDIAN, MISS. TO N. O. & N. E. R. R. STATIONS.		PER HUNDRED POUNDS.										PER BARREL.		Per 100 Lbs.
		CL	LCL	Corn, Meal, Hominy, Grits, Corn, any Feed, Screenings, Bran, Feed, and Mill- stuff.	Hay, native grown, C L, minimum. (Note 5).	Hay, NOS, CL 20,000 lbs. minimum	Flour, in Sacks, per 100 lbs.	CL	LCL	CL	LCL	Flour in Barrels.		
Arundel.....Miss..	6	6	6	4	6	8	8	8	16	16	16	13		
Corry.....Miss..	6	6	6	4	6	8	8	8	16	16	16	13		
Enterprise.....Miss..	7	7	7	5	6	8	8	8	16	16	16	15		
Wautubbee.....Miss..	8	8	8	6	8	8	8	8	16	16	16	15		
Coopers.....Miss..	8	8	8	6	8	8	8	8	16	16	16	15		
Pachuta.....Miss..	8	8	8	7	8	8	8	8	16	16	16	15		
Barnett to Errata (inclusive).....Miss..	8	8	8	8	9	8	8	8	16	16	16	15		
Kingston to Lumberton (inclusive).....Miss..	9	9	9	9	9	11	11	11	11	11	11	15		
Hillsdale to Nicholson (inclusive).....Miss..	10	10	10	10	10	12	12	12	12	12	12	15		

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

EXCEPTIONS TO CLASSIFICATION.

BUILDING MATERIAL.—Lime, cement, plaster, sand, brick, shingles, lumber and laths, when shipped in mixed C L, 24,000 pounds minimum, will be charged for at the highest rated C L article in the car. Owners to load and unload. Sash, doors and blinds not included in list of articles taking building material rates.

On prepared cow and cattle feed, carload and less than carload, apply same rates as are in effect on cotton seed meal.

NEW ORLEANS & NORTHEASTERN RAILROAD.

BETWEEN MERIDIAN, MISS., AND N. O. & N. E. STATIONS.		PER HUNDRED POUNDS.					PER TON.	
	Fertilizers, C L, 20,000 lbs. min.	Slate, Cement, Tan Bark, straight C L, 20,000 lbs. minimum.	Salt, Jugware, Lime, Melons, straight C L, 20,000 lbs. minimum.	Ice, C L, 20,000 lbs. minimum.	Ores, Sand, Clay, Stone, Charcoal, C L, 20,000 lbs. min.	†Wool.		Iron, Pig, and Railroad, straight C L, 24,000 lbs. min. (See Note 3.)
						In Bags.	In Bales.	
*Arundel.....Miss.	3	4	4	4	3	15	12	80
*Corry.....Miss.	3	4	4	4	3	15	12	80
Enterprise.....Miss.	3	4	4	4	3	18	17	80
*Wautubbee.....Miss.	3½	6½	6½	6½	5½	25	18	107
*Coopers.....Miss.	3	6½	6½	6½	5½	25	18	107
Pachuta.....Miss.	3	6½	6½	6½	6	25	18	115
Barnett.....Miss.	3	6½	6½	6½	6½	30	18	120
Vossburg.....Miss.	3	7	7	7	6½	30	18	125
*Weems.....Miss.	3	7	7	7	6½	30	18	125
Heidelberg.....Miss.	3	7	7	7	6½	30	18	125
*Haney.....Miss.	3	7½	7½	7	6½	35	20	130
Sandersville.....Miss.	3	7½	7½	7	7	35	20	135
*Errata.....Miss.	3	7½	7½	7	7	35	20	135
*Kingston.....Miss.	3	8	8	7	7½	40	25	140
Laurel.....Miss.	3	8	8	7	7½	40	25	140
*Alice.....Miss.	3	8½	8½	7	7½	40	35	140
Ellisville.....Miss.	3	8½	8½	7	7½	40	35	140
*Fridge.....Miss.	3	8½	8½	7	7½	40	35	140
*Melrose.....Miss.	3	8½	8½	7	8	40	35	145

Iron, Pig, and Scrap
straight C L,
24,000 lbs. min.
(See Note 3.)

*Blackburn.....Miss.	3½	8½	7	8	40	35	145
Tuscanola.....Miss.	4	8½	7	8½	45	40	145
*Albertson's Mills.....Miss.	4	8½	7	8½	45	40	145
Eastabuchie.....Miss.	4	9	7	8½	45	40	150
*Yarbrough.....Miss.	4½	9½	7	8½	45	41	155
Hattiesburg.....Miss.	4½	9½	7	8½	45	41	155
*Bon Homme.....Miss.	4½	9½	7	9	45	41	160
*Richburg.....Miss.	5	9½	7	9	45	41	160
*Arnold.....Miss.	5	9½	7	9	45	41	160
*Igo.....Miss.	5	9½	7	9	45	41	160
*Okahola.....Miss.	5	10	7	9	45	41	165
Purvis.....Miss.	5½	10	7	9½	50	42	170
*Tallowah.....Miss.	5½	10	7	9½	50	42	170
*Garrisons.....Miss.	5½	10	7	9½	50	42	170
*Piotona.....Miss.	6	10	7	10	50	42	175
Lumberton.....Miss.	6	10	7	10	50	42	175
*Hillsdale.....Miss.	6	10	7	10	50	42	175
Orvisburg.....Miss.	6½	10	7	10	50	42	175
Poplarville.....Miss.	6½	10	7	10	50	42	175
*Glade.....Miss.	6½	10	7	10	55	43	175
*Derby.....Miss.	7	10	7	10	55	43	190
*Millard.....Miss.	7	10	7	10	55	43	190
*McClures.....Miss.	7	10	7	10	55	43	190
*Clifton.....Miss.	7	10	7	10	55	43	190
*McNeils.....Miss.	7	10	7	10	55	43	190
*Tate.....Miss.	7½	10	7	10	55	43	190
Carriere.....Miss.	7½	10	7	10	55	43	190
*Pine Grove.....Miss.	7½	10	7	10	55	43	190
*Mitchell.....Miss.	7½	10	7	10	55	43	190
Picayune.....Miss.	7½	10	7	10	55	43	190
Nicholson.....Miss.	8	10	7	10	60	45	200

* Prepay Stations. † See Special Commodity Rates, page 8.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NEW ORLEANS & NORTHEASTERN RAILROAD.
SPECIAL COMMODITY RATES—IN CENTS PER 100 LBS. UNLESS OTHERWISE SPECIFIED.

FROM	TO	ARTICLES	RATE
Meridian.....Miss.	Enterprise.....Miss.	Cotton Seed, L C L (for planting purposes).....	6
		Cotton Ties, any quantity.....	6
		Drain Tile and Sewer Pipe, C L.....	4
		Fertilizers, C L.....	3½
		Staves, C L.....	3½
		Tar, C L.....	4
		Cotton, per bale.....	60
	Arundel.....Miss.	Empty Mineral Water Barrels, returned, any quantity.....	10
	N. O. & N. E. Stations, Wautubbee, Miss. to Nicholson, Miss. inclusive.	Oranges, Lemons and Limes, L C L, packed.....	33
	Enterprise.....Miss.	{ Ice, C L, 20,000 lbs. minimum..... }	4
Hattiesburg.....Miss.	Ellisville.....Miss.		5
	Lumberton.....Miss.		5
	Poplarville.....Miss.	Ice, L C L, lots of 5 tons or over.....	10
	Vossburg.....Miss.	Ice, L C L.....	20

Enterprise.....Miss..	Ellisville.....Miss..	Native Grown Hay, L C L.....	9
Ellisville.....Miss..	Meridian.....Miss..	Compressed Cotton, compressed at shippers' risk and expense, per bale.....	1 00
Haney.....Miss..	Heidelberg.....Miss..	Wood, C L, 40,000 lbs. maximum—excess in proportion, per car.....	5 00
	Meridian.....Miss..	Slabs and Edgings, C L, 40,000 lbs. minimum.....	2
Arundel.....Miss..	Meridian.....Miss..	Mineral Water, in barrels, any quantity: Owner's risk..... Carrier's risk.....	10 20
Sandersville.....Miss..	Meridian.....Miss..	Slabs and Edgings, C L, 40,000 lbs. minimum.....	2
Laurel.....Miss..	Meridian.....Miss..	Scrap Iron, C L, 24,000 lbs. minimum.....	5 *
N. O. & N. E. Stations, Corry, Miss., to Barnett, Miss., inclusive.		Cord Wood, C L, 35,000 lbs. minimum.....	2

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NEW ORLEANS & NORTHEASTERN RAILROAD.

RATES ON

LOGS, STAVES, TIMBER, HOOP POLES AND ROUGH
BLOCKS, C L.

To be Manufactured and Reshipped over the N. O. & N. E. R. R.,
also on Rough Lumber, to be Dressed or Dried and
Reshipped over N. O. & N. E. R. R.

Between Stations on New Orleans & Northeastern R. R.

DISTANCE.		Rate in cents per 100 lbs.
15 miles or less	-----	1 $\frac{3}{4}$
20 miles and over 15	-----	2
25 miles and over 20	-----	2
30 miles and over 25	-----	2 $\frac{1}{4}$
35 miles and over 30	-----	2 $\frac{1}{2}$
40 miles and over 35	-----	2 $\frac{3}{4}$
45 miles and over 40	-----	3
50 miles and over 45	-----	3
55 miles and over 50	-----	3 $\frac{1}{4}$
65 miles and over 55	-----	3 $\frac{1}{2}$
70 miles and over 65	-----	3 $\frac{3}{4}$
85 miles and over 70	-----	4
100 miles and over 85	-----	4 $\frac{1}{4}$
120 miles and over 100	-----	4 $\frac{1}{2}$
150 miles and over 120	-----	5
160 miles and over 150	-----	5 $\frac{1}{4}$

Minimum weight. Shipments will be charged for at actual weight, with minimum of 30,000 pounds.

Agents are authorized to use rates shown above between all stations on the New Orleans & Northeastern Railroad, except on shipments to

Eastabuchie, Miss.; Enterprise, Miss.; Hattiesburg, Miss.;
Kingston, Miss.; Laurel, Miss.; Lumberton,
Miss.; Meridian, Miss.

Shipments to above junction points will be waybilled and delivered at lumber rates shown on page —, and when the manufactured article is reshipped over the N. O. & N. E. R. R., agents will take up original expense bill covering movement of the rough material to their station and issue overcharge advice reducing freight charges on the rough material from original point of shipment on basis of above rates. Original expense bill must be attached to overcharge advice, and both forwarded to the auditor.

The manufactured article must be billed from point at which manufactured to final destination at regular tariff rate, and freight charges on the rough material to point at which manufactured must under no circumstances be billed against the manufactured article as "charges."

NOTES.

NOTE 1.—Turpentine, in barrels, to be charged for at actual weight, including weight of packages, with a minimum of 24,000 pounds to the car. Turpentine in tank cars to be charged for at estimated weight of seven pounds to the gallon, minimum weight to be based on full shell capacity of tank, even if tank is not full, but not less than 24,000 pounds. Tanks to be furnished by shipper or consignee. Shipper to load and unload both when in tanks and in barrels.

NOTE 2.—On shipments of rosin and turpentine in barrels, shipped in mixed carloads of 24,000 pounds, minimum, between stations on N. O. & N. E. R. R., apply the current carload rate on each article.

NOTE 3.—When in carloads of 24,000 pounds, minimum, the tariff rate will apply per ton of 2,268 pounds on pig iron, and per ton of 2,240 pounds on scrap and railroad iron.

NOTE 4.—In estimating the freight on shipments of brick and lumber in mixed carloads the higher rate on the entire shipment will apply, basing the weight on the usual estimated weights of brick and lumber, with a minimum of 28,000 pounds to the car.

NOTE 5.—Within rates on native grown hay, corn and cow peas apply only when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use between stations in Mississippi.

Current rates on native grown hay, C L, will apply on mixed C L of native grown hay, corn and cow peas.

NOTE 6.—The maximum valuation of live stock carried under the above rates will be limited to \$150 per animal. For any increase of one hundred per cent or fraction thereof on such valuation there will be an increase of fifty per cent in rate. Care must be taken to so advise shipper as to this, and to ascertain from him at what valuations shipments are to be made and bills lading signed for.

Passenger cars belonging to and handled with circuses will be charged at the rate of seventy-five cents per mile, per car, including passengers, with a minimum of \$15 per movement for each car.

Persons in charge of live stock will be carried with the stock as follows: One man to pass free with each car, and his name to be given on bill of lading and waybill by forwarding agent. All persons thus passed free to be at their own risk of personal injury from any cause whatever, and the Railroad Company will not be responsible for any loss of their personal effects.

A free pass will be given to one advance agent.

Above rates apply only when shipments are fully released, as per contract.

NOTE 7.—Cattle, L C L, to be fed by owner at his expense, and to be released as per contract, to be charged for on basis following estimated weights. Valuation not to exceed \$100 for each animal:

Cattle, not crated:	Pounds.
One cow.....	1,600
Two cows.....	2,800
Each additional cow.....	800
Cow and calf together.....	1,800
Yearling cattle, actual weight, but not less than..	1,000
Bull calf, value limited to \$25.....	1,600

Cattle, crated: *Actual weight.*

Cattle, not released, double released rate.

NOTE 8.—Contracts for shipments of live stock must not be signed until the conditions thereof, particularly clause limiting value of stock, are thoroughly understood by shipper or party in charge. Agents are required to carefully carry out the provisions of this rule, and should be prepared to certify to their having done so at any time the question may arise.

NOTE 9.—On shipments of live stock having points of origin and destination both in the State of Mississippi, shippers will be allowed to double deck cars in accordance with an Act of the Legislature of Mississippi, effective March 18, 1896, entitled "An Act to Amend Section 3564 of the Annotated Code of 1892, in relation to shipping live stock," as follows: "Rights of shippers of live stock. A person who has chartered a car for the purpose of transporting live stock shall have the right to ship in the same car, at his own risk, different kinds of live stock. The shipper shall have the right to load said car by separating his stock with gates or bars, or by putting upper decks at his own expense and without injury to the cars; and the shipper shall be responsible for all damages that may occur by reason of its being so loaded. Any railroad company refusing, without sufficient reason, to move or transport a car so loaded, shall be liable to the party injured thereby to double damages, to be recovered before any court having jurisdiction thereof."

Rates on such mixed or double decked cars, between points within the State of Mississippi will be the same as now authorized by Mississippi Tariffs on live stock in carloads.

MINIMUM CHARGE.

Single shipments will be assessed at actual weight, tariff rate, with a minimum charge of twenty-five cents.

IMPORTANT NOTICE.

Rates between New Orleans, La., and Meridian, Miss., on all classes and commodities will be observed as maxima on business between N. O. & N. E. R. R. local stations intermediate.

NEW ORLEANS & NORTHEASTERN R. R. CO.

Joint Freight Tariff No. 481 A.

applying on

GENERAL MERCHANDISE

Between Stations in Mississippi on the

NEW ORLEANS & NORTHEASTERN RAILROAD

On Traffic coming from or destined to points in Mississippi

located on other roads.

For application of rates, see page 1.

Governed by Southern Classification No. 25, N. O. & N. E. R. R.
Classification No. 270 and Supplements and Subsequent
Issues, with exceptions as noted herein.

(See page 4.)

New Orleans, La., Feb. 28, 1903.

Effective March 1, 1903.

NEW ORLEANS & NORTHEASTERN RAILROAD.

TABLE OF DISTANCES BETWEEN STATIONS.

STATIONS.	Meridian.	Laurel.	Hattiesburg.	Lumberton.
*Arundel.....Miss	6	51	80	106
*Corry....."	8	49	78	104
Enterprise....."	17	40	69	95
*Wautubbee....."	21	36	65	91
*Coopers....."	24	33	62	88
Pachuta....."	27	30	59	85
Barnett....."	31	26	55	81
Vossburg....."	36	21	50	76
*Weems....."	38	19	48	74
Heidelberg....."	40	17	46	72
*Haney....."	45	12	41	67
Sandersville....."	47	10	39	65
*Errata....."	50	7	36	62
*Kingston....."	56	1	30	56
Laurel....."	57		29	55
*Alice....."	63	6	23	49
Ellisville....."	64	7	22	48
*Fridge....."	65	8	21	47
*Melrose....."	66	9	20	46
*Blackburn....."	68	11	18	44
Tuscanola....."	73	16	13	39
*Albertson's Mills....."	74	17	12	38
Eastabuchie....."	78	21	8	34
*Yarbrough....."	84	27	2	28
Hattiesburg....."	85	28		27
*Bon Homme....."	88	31	3	24
*Richburg....."	91	34	6	21
*Arnold....."	94	37	9	18
*Igo....."	95	38	10	17
*Okahola....."	97	40	12	15
Purvis....."	102	45	17	10
*Talowah....."	107	50	22	5
*Garrisons....."	110	53	24	2
*Piotona....."	111	54	26	1
Lumberton....."	112	55	27	
*Hillsdale....."	118	61	33	6
Orvisburg....."	121	64	36	9
Poplarville....."	125	68	40	13
*Glade....."	129	72	43	17
*Derby....."	132	75	47	20
*Millard....."	135	78	49	23
*McClures....."	136	79	50	24
*Clifton....."	138	81	53	26

NEW ORLEANS & NORTHEASTERN RAILROAD.

TABLE OF DISTANCES BETWEEN STATIONS—*Continued.*

STATIONS.	Merid- ian.	Lau- rel.	Hat- ties- burg.	Lum- ber- ton.
*McNeils ----- Miss. --	139	82	54	27
*Tate ----- " --	141	84	55	29
Carriere ----- " --	143	86	57	31
*Pine Grove ----- " --	144	87	59	32
*Mitchell ----- " --	147	90	62	35
Picayune ----- " --	149	92	64	37
Nicholson ----- " --	153	96	68	41

APPLICATION OF RATES.

The rates shown in this tariff apply only to and from junction points with connecting roads on traffic from points on the New Orleans & Northeastern Railroad destined to points on other roads, and on traffic from points on other roads destined to points on the New Orleans & Northeastern Railroad having origin, destination and entire transportation within the State of Mississippi.

NEW ORLEANS & NORTHEASTERN RAILROAD.

FOR DISTANCE OF	PER HUNDRED POUNDS.											
	C	L	C	L	C	L	C	L	C	L	C	L
5 miles or less.....	2	2	3	3	3	3	3	3	3	3	3	3
10 miles and over 5.....	2	2	3	3	3	3	3	3	3	3	3	3
15 miles and over 10.....	2	2	3	3	3	3	3	3	3	3	3	3
20 miles and over 15.....	2	2	3	3	3	3	3	3	3	3	3	3
25 miles and over 20.....	3	3	4	4	4	4	4	4	4	4	4	4
30 miles and over 25.....	3	3	4	4	4	4	4	4	4	4	4	4
35 miles and over 30.....	3	3	4	4	4	4	4	4	4	4	4	4
40 miles and over 35.....	3	3	4	4	4	4	4	4	4	4	4	4
45 miles and over 40.....	3	3	4	4	4	4	4	4	4	4	4	4
50 miles and over 45.....	3	3	4	4	4	4	4	4	4	4	4	4
55 miles and over 50.....	3	3	5	5	5	5	5	5	5	5	5	5
60 miles and over 55.....	3	3	5	5	5	5	5	5	5	5	5	5

65 miles and over 60.	3	5	8	11	10	16	19	31	8	15	8	11	8	10	14	7	20	10	10	8	11
70 miles and over 65.	3	5	8	12	10	16	19	32	8	15	8	12	8	10	14	7	20	10	10	8	12
75 miles and over 70.	3	5	8	12	10	17	19	33	8	16	8	12	8	10	14	7	20	10	11	8	12
80 miles and over 75.	3	5	8	12	10	17	19	33	8	16	8	12	8	10	14	8	20	10	11	8	12
85 miles and over 80.	3	5	8	12	10	17	19	33	8	17	8	12	8	10	14	8	20	10	11	8	12
90 miles and over 85.	3	5	8	12	10	17	19	34	8	17	8	12	8	10	14	8	20	10	12	8	12
95 miles and over 90.	3	5	8	12	10	17	19	34	8	17	8	12	8	10	14	8	20	10	12	8	12
100 miles and over 95.	4	6	8	12	10	17	19	34	8	17	8	12	8	10	14	8	20	10	13	8	12
110 miles and over 100.	4	6	8	12	10	17	19	34	8	17	8	12	8	10	14	8	20	10	14	8	12
120 miles and over 110.	4	6	8	12	10	18	19	34	8	17	8	12	8	10	14	8	21	10	14	8	12
130 miles and over 120.	4	6	8	12	10	18	19	34	8	17	8	12	8	10	14	8	21	11	14	8	12
140 miles and over 130.	4	6	8	12	10	18	19	34	8	17	8	12	8	10	14	8	21	11	14	8	12
150 miles and over 140.	4	6	8	12	10	18	19	34	8	18	8	12	8	10	14	8	21	11	14	8	12
160 miles and over 150.	4	6	8	12	10	18	19	35	8	18	8	12	8	10	14	8	21	11	15	8	12

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

50 miles and over	45.	3	4	7	6	4	6	49	4	6	*	8	106	89	*	2430	1615	2430	115
55 miles and over	50.	3	4	7	6	4	6	49	4	6	*	8 $\frac{1}{2}$	106	89	*	2465	1615	2465	115
60 miles and over	55.	3	5	7	6	4	6	51	5	8	*	8 $\frac{1}{2}$	111	93	*	2465	1700	2465	119
65 miles and over	60.	3	5	7	7	4	6	53	5	8	*	8 $\frac{1}{2}$	115	98	*	2720	1785	2720	119
70 miles and over	65.	3	5	7	7	4	6	54	5	8	*	8 $\frac{1}{2}$	119	102	*	2720	1870	2720	123
75 miles and over	70.	3	5	7	7	4	6	55	5	8	*	8 $\frac{1}{2}$	123	102	*	2890	1955	2890	123
80 miles and over	75.	3	5	8	7	5	7	56	5	8	*	9	127	106	*	2890	2040	2890	127
85 miles and over	80.	4	5	8	7	5	7	57	5	8	*	9	132	106	*	2975	2040	2975	132
90 miles and over	85.	4	5	8	8	5	7	58	5	8	*	9	136	111	*	2975	2040	2975	136
95 miles and over	90.	4	5	8	8	5	7	59	5	8	*	9	140	115	*	3145	2040	3145	136
100 miles and over	95.	4	5	8	8	5	8	59 $\frac{1}{2}$	5	8	*	10	144	119	*	3145	2125	3145	140
110 miles and over	100.	5	6	8	8	5	8	63	6	8	*	10	149	123	*	3230	2125	3230	144
120 miles and over	110.	5	6	8	8	5	8	65	6	9	*	10	153	127	*	3315	2125	3315	148
130 miles and over	120.	6	6	8	8	5	8	65	6	9	*	10	156	136	*	3360	2160	3360	148
140 miles and over	130.	6	6	8	8	6	8	67	6	9	*	10	156	144	*	3360	2160	3360	152
150 miles and over	140.	6	6	8	8	6	8	67	6	9	*	10	156	144	*	3360	2160	3360	152
160 miles and over	150.	6	6	8	8	6	9	69	6	9	*	10	160	152	*	3440	2320	3440	160

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

* See Note 7.

NEW ORLEANS & NORTHEASTERN RAILROAD.

FOR DISTANCE OF	CLASSES—PER HUNDRED POUNDS.										Per Bbl.		
	1	2	3	4	5	6	A	B	C	D	E	H	F
5 miles or less.....	18	14	13	11	9	6	9	12	9	4½	11	13	18
10 miles and over 5.....	18	14	13	11	9	6	9	12	9	5	11	13	18
15 miles and over 10.....	25	21	17	13½	11	8	10	13½	11	6	16	17	20
20 miles and over 15.....	32	27	22	16	13½	11	11	14	13	6	18	22	22
25 miles and over 20.....	38	31½	25	19	15	12	12	17	14	7	22	25	23
30 miles and over 25.....	43	36	29	22	18	13½	12	18	14	7	22	29	24
35 miles and over 30.....	49	40½	32	24	20	15	13	20	15	8	23	31	26
40 miles and over 35.....	54	45	36	27	22½	17	13	20	15	9	23	31	27
45 miles and over 40.....	55	46	37	29	23	18	13½	22	16	10	23	31	29
50 miles and over 45.....	55	46	37	29	24	18	14	22	16	10	23	31	30
55 miles and over 50.....	55	46	37	29	24	18	14	22	16	10	23	31	30
60 miles and over 55.....	56	46	37	29	24	19	14	22	16	11	23	31	31
65 miles and over 60.....	57	48	39	31	25	19	14	22	16	11	23	31	31
70 miles and over 65.....	58	48	39	31	25	20	14	22	16	12	23	31	32
75 miles and over 70.....	59	48	39	31	25½	20	14	22	17	12	24	31	33
80 miles and over 75.....	59½	48	39	31	25½	20	14	22	17	12	24	31	33
85 miles and over 80.....	60	49	39	31	25½	20	14	22	17	12	24	31	33
90 miles and over 85.....	61	49	39	31	25½	20	14	22	17	12	24	31	34
95 miles and over 90.....	62	50	39	31	25½	20	14	22	17	12	24	31	34
100 miles and over 95.....	62	50	39	31	25½	20	14	22	17	12	24	31	34
110 miles and over 100.....	62	51	39	31	25½	20	14	22	17	12	24	31	34
120 miles and over 110.....	62	51	39	31	26	21	14	22	18	12	24	31	34
130 miles and over 120.....	62	51	39	31	26	21	14	22	18	12	24	31	34
140 miles and over 130.....	62	51	39	31	26	21	14	22	18	12	24	31	34
150 miles and over 140.....	62	51	39	31	26	21	14	22	18	12	24	31	34
160 miles and over 150.....	62	51	39	31	26	21	14	22	18	12	24	31	35

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NEW ORLEANS & NORTHEASTERN RAILROAD.

EXCEPTIONS TO CLASSIFICATION.

ARTICLES.	Class.
Box and Barrel Material, C L, same as Lumber, C L.	
Building Material: Lime, Cement, Plaster, Sand, Brick, Shingles, Lumber and Laths, when shipped in mixed C L, 24,000 lbs. minimum, will be charged for at the highest rated C L article in the car. Owners to load and unload. Sash, Doors and Blinds not included in list of articles taking building material rates.	
Dynamite, any quantity.....	1½
Eggs: When the actual weight of eggs cannot be ascertained at point of shipment or destination, the following estimated weights will apply:	
Cases containing 30 dozen or less.....	53 lbs.
Cases containing 36 dozen and over 30 dozen.....	63 lbs.
Any excess over 36 dozen, 2 lbs. per dozen additional.	
Emigrant movable, C L, including live stock, released, man in charge free, owner to load and unload. Household goods, C L, released, value limited to \$5 per 100 lbs. in case of total loss, owner to load and unload. Same as horses, C L.	
Grain, Hay and Mill Stuff, mixed, C L.....	D
Hides, dry, compactly tied in bundles, if released.....	4
Hoofs and Horns (must be packed when in L C L quantities). Same as Fertilizers.	
Household Goods, C L. See Emigrant Movables.	
Lime, L C L, when for fertilizing purposes, same as Fertilizers, L C L.	
Live Stock, L C L, released, to be fed by owner at his expense, at following estimated weights:	
On Mississippi State traffic.....	4
One Horse, Mule or Horned Animal.....	each 2,000 lbs.
Two Horses, Mules or Horned Animals.....	lot 3,500 lbs.
Each additional Horse, Mule or Horned Animal.....	each 1,000 lbs.
Stallions, Jacks and Bulls.....	each 3,000 lbs.
Cow and Calf together.....	lot 2,500 lbs.
Calves and Sheep.....	each 175 lbs.
Calves and Sheep in lots of 5 or more.....	each 175 lbs.
Lambs.....	each 100 lbs.
Lambs in lots of 5 or more.....	each 75 lbs.
Pigs and Stock Hogs.....	each 125 lbs.
Hogs for market.....	each 350 lbs.
Pigs, Hogs, Sheep, Calves, etc., boxed.....	actual weight.
Yearling Colts and Bulls.....	each 2,000 lbs.
Yearling Cattle, except Bulls.....	each 1,000 lbs.
Live Stock, not released, double foregoing rates.	
Melons, L C L, packed, released, prepaid or guaranteed.....	3
Meats, in sacks, released.....	B
Meats, Cotton Seed, C L, 24,000 lbs. minimum.....	D

NEW ORLEANS & NORTHEASTERN RAILROAD.

ARTICLES.	Class.
Packages, empty, all kinds, returned, will take same rate, any quantity, as when shipped full.	
Peas, cow, field and clay, any quantity-----	D
Petroleum and its products, mixed C L of barrels and cases, same as in barrels, Str. C L.	
Powder (gun or blasting), any quantity-----	1
Prepared Cow and Cattle Feed; carload and less than carload; apply same rates as are in effect on Cotton Seed Meal.	
Rosin, L C L-----	6
Sawdust, C L, same as Fertilizers, C L.	
Telegraph Poles, C L, same as Lumber, C L. When too long to be loaded on one car, a minimum weight of 24,000 lbs. for each car used will be charged for.	
Turpentine, L C L-----	6

NOTES.

NOTE 1.—Turpentine in barrels to be charged for at actual weight, including weight of packages, with a minimum of 24,000 pounds to the car. Turpentine in tank cars to be charged for at estimated weight of 7 pounds to the gallon, minimum weight to be based on full shell capacity of tank, even if tank is not full, but not less than 24,000 pounds. Tanks to be furnished by shipper or consignee. Shipper to load and unload, both when in tanks and in barrels.

NOTE 2.—On shipments of rosin and turpentine in barrels, shipped in mixed carloads of 24,000 pounds minimum, between stations on N. O. & N. E. R. R., apply the current carload rate on each article.

NOTE 3.—When in carloads of 24,000 pounds minimum, the tariff rate will apply per ton of 2,268 pounds on pig iron and per ton of 2,240 pounds on scrap and railroad iron.

NOTE 4.—In estimating the freight on shipments of brick and lumber in mixed carloads, the higher rate on the entire shipment will apply, basing the weight on the usual estimated weights of brick and lumber, with a minimum of 28,000 pounds to the car.

NOTE 5.—Within rates on native grown hay, corn and cowpeas apply only when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use between stations in Mississippi.

Current rates on native grown hay, C L, will apply on mixed C L of native grown hay, corn, and cow peas.

NOTE 6.—The maximum valuation of live stock carried under the above rates will be limited to \$150 per animal. For any increase of one hundred per cent or fraction thereof on such valuation, there will be an increase of fifty per cent in rate. Care must be taken to so advise shipper as to this, and to ascertain from him at what valuations shipments are to be made and bills lading signed for.

Passenger cars belonging to and handled with circuses will be charged at the rate of 75 cents per mile, per car, including passengers, with a minimum of \$15 per movement for each car.

Persons in charge of live stock will be carried with the stock as follows: One man to pass free with each car, and his name to be given on bill lading and waybill by forwarding agent. All persons thus passed free to be at their own risk of personal injury from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.

A free pass will be given to one advance agent.

Above rates apply only when shipments are fully released, as per contract.

For rates on cattle, L C L, see Tariff 458-A and supplements or subsequent issues.

NOTE 7.—For rates on cotton seed, C L, see Tariff N-1687 and supplements or subsequent issues.

NOTE 8.—Contracts for shipments of live stock must not be signed until the conditions thereof, particularly clause limiting value of stock, are thoroughly understood by shipper or party in charge. Agents are required to carefully carry out the provisions of this rule and should be prepared to certify to their having done so at any time the question may arise.

NOTE 9.—On shipments of live stock having points of origin and destination both in the State of Mississippi, shippers will be allowed to double deck cars in accordance with an Act of the Legislature of Mississippi, effective March 18, 1896, entitled, "An Act to amend Section 3564 of the Annotated Code of 1892, in relation to shipping live stock," as follows: "Right of shippers of live stock. A person who has chartered a car for the purpose of transporting live stock shall have the right to ship in the same car, at his own risk, different kinds of live stock. The shipper shall have the right to load said car by separating his stock with gates or bars, or by putting upper decks at his own expense and without injury to the cars; and the shipper shall be responsible for all damages that may occur by reason of its being so loaded. Any railroad company refusing, without sufficient reason, to move or transport a car so loaded, shall be liable to the party injured thereby to double damages, to be recovered before any court having jurisdiction thereof."

Rates on such mixed or double decked cars between points within the State of Mississippi will be the same as now authorized by Mississippi Tariffs on live stock in carloads.

MINIMUM CHARGE.

Single shipments will be assessed at actual weight, tariff rate, with a minimum charge of 25 cents for each road.

SPECIAL NOTICE.

Through rates to and from points in Mississippi on other roads, as authorized in this tariff, will apply, except where lower figures (as shown in the following issues) are already in effect, viz.:

1-A. Classes and commodities from Vicksburg, Miss., to Stations on Gulf & Ship Island R. R.

37-A. Lumber, Laths and Shingles, from N. O. & N. E. R. R. Stations to points on A. & V. Ry.

44-B. Corn and Hay from M. & O. R. R. Stations to points on N. O. & N. E. R. R.

78-B. Grain, Flour, Hay and Packing House Products from Vicksburg and Jackson, Miss., to Stations on N. O. & N. E. R. R.

313-A. Fertilizers from Vicksburg, Miss., to Gulfport, Miss.

417-A. Fertilizers from Vicksburg, Edwards and Jackson, Miss., to Stations on N. O. & N. E. R. R.

N-707. Knitting Factory Products from Enterprise, Miss., to Stations on Illinois Central R. R.

N-1036. Knitting Factory Products from Enterprise, Miss., to Stations on M. & O. R. R.

N-1037. Knitting Factory Products from Enterprise, Miss., to Mississippi Junction Points.

N-1690. Mineral Water from Arundel and Vossburg, Miss., to Jackson and Vicksburg, Miss.

N-1710. Sash, Doors and Blinds, from Jackson, Miss., to Hattiesburg, Lumberton and Laurel, Miss.

S-1239. Cotton Seed Meal from Columbus and West Point, Miss., to Stations on N. O. & N. E. R. R.

S-1294. Knitting Factory Products from Enterprise, Miss., to Stations on A. & V. Ry.

S-1295. Knitting Factory Products from Enterprise, Miss., to Stations on Y. & M. V. R. R.

S-1757. Classes and Commodities from Vicksburg, Miss., to Stations on N. O. & N. E. R. R.

L-138. Corn and Hay from A. & V. Ry. Stations to points on N. O. & N. E. R. R.

ALABAMA & VICKSBURG RAILWAY CO.

FREIGHT TARIFF No. 364-A.

(Cancels Local Distance Tariff L-85 and Supplements.)

Applying on

GENERAL MERCHANDISE

Between Stations on the

ALABAMA & VICKSBURG RY.

Rates named in this Tariff apply *only* on traffic originating and ending within the State of Mississippi, and are made in accordance with rulings of Mississippi State Commissioners.

Governed by Southern Classification No. 25, A. & V. Ry. Classification No. 270 and Supplements and Subsequent Issues, with exceptions as noted in A. & V. Ry. Classification.

New Orleans, La., July 12, 1902.

Effective July 20, 1902.

ALABAMA & VICKSBURG RAILWAY.

TABLE OF DISTANCES BETWEEN STATIONS.

STATIONS.		Meridian.	Jack-son.	Vicks-burg.
Meridian-----	Miss-----		96	140
*Lost Gap-----	"-----	6	90	134
*Grahams-----	"-----	11	85	129
*Smith & Allen-----	"-----	14	82	127
*Point-----	"-----	15	81	125
Chunky-----	"-----	17	79	123
*Ragland-----	"-----	18	79	122
Hickory-----	"-----	23	73	117
*Skinners-----	"-----	29	67	111
Newton-----	"-----	31	65	109
Lawrence-----	"-----	35	61	105
*Quattlebaum-----	"-----	37	59	103
*Scoggins-----	"-----	38	58	102
Lake-----	"-----	41	55	99
*Muskegon-----	"-----	42	54	98
*Lake Lumber and Imp. Co--	"-----	42	54	98
*Russells-----	"-----	45	51	96
*Fairchilds-----	"-----	47	50	94
Forest-----	"-----	49	47	91
*Raworth-----	"-----	55	41	85
*Gravel Pit-----	"-----	59	37	81
Morton-----	"-----	60	36	80
*Adams Lumber Co-----	"-----	64	32	76
*Clarksburg-----	"-----	65	31	75
Pelahatchie-----	"-----	69	27	71
*Rankin-----	"-----	76	20	64
Brandon-----	"-----	81	15	59
*Rice Hill-----	"-----	84	12	56
*Greenfields-----	"-----	85	11	55
*Howell-----	"-----	88	8	52
Pearson-----	"-----	91	5	49
Jackson-----	"-----	96		44
*Dixon-----	"-----	101	6	40
Clinton-----	"-----	105	9	35
*Hinds-----	"-----	110	15	30
Bolton-----	"-----	113	17	27
*Champion Hill-----	"-----	117	21	23
Edwards-----	"-----	122	26	18
*Smiths-----	"-----	126	30	14
Bovina-----	"-----	130	34	10
*Newmans-----	"-----	132	36	8
*Mulligan-----	"-----	133	38	7
*Beechwood-----	"-----	136	41	5
Vicksburg-----	"-----	140	44	

* Prepay Stations.

ALABAMA & VICKSBURG RAILWAY.

FOR DISTANCE OF	CLASSES—PER HUNDRED POUNDS.										Per Bbl.		
	1	2	3	4	5	6	A	B	C	D		E	H	F
5 miles or less.....	25	22	18	15	12	11	10	13	*	*	18	20	*
10 miles and over 5.....	25	22	18	15	12	11	10	13	*	*	18	20	*
15 miles and over 10.....	30	26	22	18	16	14	11	14	*	*	19	22	*
20 miles and over 15.....	33	29	25	20	18	16	12	15	*	*	21	23	*
25 miles and over 20.....	36	32	27	23	20	17	13	15	*	*	23	24	*
30 miles and over 25.....	39	34	29	25	21	18	13	16	*	*	24	26	*
35 miles and over 30.....	41	36	32	27	22	19	14	17	*	*	25	27	*
40 miles and over 35.....	45	39	34	28	23	20	14	17	*	*	26	29	*
45 miles and over 40.....	48	41	36	29	24	21	15	18	*	*	27	30	*
50 miles and over 45.....	50	43	37	30	25	22	16	19	*	*	28	31	*
55 miles and over 50.....	52	44	37	31	26	23	16	20	*	*	29	32	*
60 miles and over 55.....	52	44	38	31	26	23	17	21	*	*	30	33	*
65 miles and over 60.....	54	45	39	32	27	23	17	22	*	*	31	34	*
70 miles and over 65.....	54	45	39	32	27	23	18	22	*	*	31	35	*
75 miles and over 70.....	56	47	41	34	28	24	18	23	*	*	32	36	*
80 miles and over 75.....	56	47	41	34	28	24	18	24	*	*	32	37	*
85 miles and over 80.....	58	48	42	35	29	25	18	25	*	*	33	38	*
90 miles and over 85.....	58	48	42	35	29	25	18	27	*	*	33	39	*
95 miles and over 90.....	60	49	43	36	30	26	18	28	*	*	34	40	*
100 miles and over 95.....	60	50	43	36	30	26	18	29	*	*	34	40	*
110 miles and over 100.....	62	52	46	39	33	29	18	30	*	*	35	41	*
120 miles and over 110.....	64	54	47	40	35	30	18	31	*	*	35	41	*
130 miles and over 120.....	66	56	48	41	36	31	18	32	*	*	36	42	*
140 miles and over 130.....	68	57	49	42	37	32	18	33	*	*	36	42	*
150 miles and over 140.....	70	59	51	43	38	33	18	34	*	*	37	43	*

*See special.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

60 miles and over 55.-	4	6	10	13	12	18	24	32	10	17	10	13	9	13	14	9½	19½	18	22½	11	11	43	28
65 miles and over 60.-	4	6	10	13	12	18	24	32	10	18	10	13	10	13	14	10	20	19	23½	11½	12	43	38
70 miles and over 65.-	4	6	10	14	12	18	24	32	10	18	10	14	10	13	14	10½	20	19	23½	12	12	43	38
75 miles and over 70.-	4	6	10	14	12	18	24	32	10	19	10	14	10	13	14	10½	20½	20	25	12½	13	48	41
80 miles and over 75.-	4	6	10	15	12	18	24	32	10	19	10	15	10	13	14	11	20½	21	26	13	13	48	41
85 miles and over 80.-	4	6	10	15	12	18	24	32	10	20	10	15	10	13	14	11	21	21	26	13½	14	48	42
90 miles and over 85.-	4	6	10	15	12	18	24	32	10	20	10	15	10	13	14	11½	21	22	27½	14	14	48	42
95 miles and over 90.-	4	6	10	15	12	18	24	32	10	20	10	15	10	13	14	11½	21½	22	27½	14½	15	48	43
100 miles and over 95.-	4	6½	10	15	12	18	24	32	10	20	10	15	10	13	14	12	21½	23	28½	15	15	48	43
110 miles and over 100.-	4	6½	10	15	12	18	24	32	10	20	10	15	10	13	14	12½	22	24	30	15	16½	53	45
120 miles and over 110.-	4	6½	10	15	12	18	24	32	10	20	10	15	10	13	14	12½	23	25	31	15	17	53	45
130 miles and over 120.-	4	6½	10	15	12	18	24	32	10	20	10	15	10	13	14	12½	24	26	32½	15	17½	58	46
140 miles and over 130.-	4	6½	10	15	12	18	24	32	10	20	10	15	10	13	14	12½	25	26	32½	15	18	58	46
150 miles and over 140.-	5	7½	10	15	12	18	24	32	10	20	10	15	10	13	14	12½	25	27	33½	15	18	58	46

† See Special Commodity rates, page —.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ALABAMA & VICKSBURG RAILWAY.

FOR DISTANCE OF	PER 100 POUNDS.												PER 100 POUNDS.												PER CAR.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Iron, Pig, Scrap and Railroad. (See Note 3.)				Slate, Salt, Cement, Lime, Jug- ware, Tan Bark, straight C L.				Ores, Sand, Clay, Stone, Char- coal, straight C L.				Lumber, minimum C L, 24,000 lbs. (See Note 4.)				Laths, Shingles, Staves.				Sawdust, C L, per car.				Wood, C L, per cord. (See Note 10.)				Cotton, in bales, any quantity, per bale.				Coal and Coke, C L, 12 tons minimum, per ton 2,000 lbs.				Cattle, L C L, per 100 lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L				C L L C L						

65 miles and over	60.5	64	94	84	154	6	94	5	74	*	1000 100	8	10	14	19	175	125	3000	2100	3200
70 miles and over	65.5	64	94	84	154	64	94	5	74	*	1000 100	8	10	14	20	185	125	3200	2200	3200
75 miles and over	70.5	64	104	84	164	64	94	5	74	*	1025 102	8	10	14	20	185	125	3300	2300	3400
80 miles and over	75.5	64	104	9	164	64	94	54	84	*	1025 102	8	11	15	204	185	125	3400	2400	3400
85 miles and over	80.5	64	104	94	174	64	104	54	84	*	1050 105	8	11	15	21	185	125	3500	2400	3500
90 miles and over	85.5	7	104	94	174	64	104	54	84	*	1050 105	8	11	16	21	185	125	3500	2400	3500
95 miles and over	90.5	7	11	94	18	64	104	54	84	*	1075 110	8	11	16	21	185	125	3600	2400	3700
100 miles and over	95.5	74	11	10	18	7	104	6	9	*	1075 110	8	12	17	21	185	125	3600	2500	3700
110 miles and over	100.5	74	114	10	184	74	11	6	9	*	1200 115	9	12	174	214	190	125	3800	2500	3800
120 miles and over	110.5	74	114	10	184	74	114	6	9	*	1200 115	9	12	174	22	200	125	3900	2500	3900
125 miles and over	120.5	8	12	10	184	74	114	7	104	*	1300 115	9	12	174	22	200	125	4000	2600	4000
130 miles and over	125.5	8	12	10	184	74	114	7	104	*	1300 115	9	12	174	22	200	125	4000	2600	4000
140 miles and over	130.5	8	12	10	184	74	114	7	104	*	1400 115	9	13	174	22	200	125	4000	2600	4100
150 miles and over	140.5	8	12	10	184	74	114	7	104	*	1400 115	10	13	174	22	200	125	4000	2700	4200

† See Special Commodity rates, pages 5 and 6.

‡ For rates on Logs, Staves, Timber, Hoop Poles and Rough Blocks, CL, to be manufactured and reshipped over the A. & V. Ry.; also on Rough Lumber to be dressed or dried and reshipped over the A. & V. Ry., see page 7.

§ See Supplement 9 to 364a.

* See Lumber rates.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ALABAMA & VICKSBURG RAILWAY.

SPECIAL COMMODITY RATES.

In Cents per 100 lbs. Unless Otherwise Specified.

FROM	TO	ARTICLES.	RATES
Edwards.....Miss.	All A. & V. Ry. Stations, including Vicksburg, Jackson, and Meridian, Miss.	Coffins wooden, boxed or crated, Released, L C L.	Apply 2d class rates.
All A. & V. Ry. local stations.....	Vicksburg.....Miss. Jackson.....Miss. Meridian.....Miss.	Cotton Seed, L C L..... Applies on remnants from season's business on shipments consigned to oil mill.	Apply C L rates.
Meridian.....Miss.	A. & V. Ry. stations, Chunky, Miss., to Beechwood, Miss., inclusive.	Earthenware and Stoneware, loose, released, L C L.	30
All A. & V. Ry. local stations.....	Vicksburg.....Miss. Jackson.....Miss. Meridian.....Miss.	Empty barrels, any quantity.....	17c per bbl.
Hickory.....Miss.	All A. & V. Ry. stations, including Vicksburg, Jackson and Meridian, Miss.	Empty Egg Cases, L C L.....	20

All A. & V. Ry. local stations.....	Miss. Vicksburg..... Jackson..... Meridian.....	Empty Soda, Mineral Water and Cider Cases and Bottles, returned..... Empty Soda, Mineral Water and Cider Bottles, in barrels, returned..... These rates apply only on empty packages, returned, which have been shipped full by freight over A. & V. Ry. from Vicksburg, Jackson or Meridian, Miss.	10c per case. 20c per bbl.
Vicksburg.....	Miss. Edwards..... Bolton.....	Empty Fruit and Vegetable Boxes: C L, 20,000 lbs. minimum..... L C L.....	5 25
Jackson..... Meridian.....	Miss. All A. & V. Ry. local stations..	Fertilizers (except Cotton Seed Meal) manufactured at Meridian or Jackson, Miss., C L, 24,000 lbs. minimum: 75 miles and over 20..... Over 75 miles.....	3½c per 100 lbs. 1c ton per mile.
Vicksburg.....	Miss. Edwards.....	Ice, C L, 20,000 lbs. minimum..... To be used exclusively by Edwards Packing Co. in icing refrigerator cars.	5
Vicksburg.....	Miss. Edwards.....	Oil, Fuel, in barrels or tank cars, C L, 30,000 lbs. minimum.....	12
Rankin..... Brandon.....	Miss. Jackson.....	Stone, rough, C L, 40,000 lbs. minimum.....	2½
Rankin.....	Miss. Vicksburg.....	Stone, C L, 40,000 lbs. minimum.....	54c per ton 2,000 lbs.

ALABAMA & VICKSBURG RAILWAY.

FROM	TO	ARTICLES	RATES.
Greens.....Miss. Howells.....Miss.	Jackson.....Miss.	Ties, Switch, C L, 40,000 lbs. minimum.....	2
Vicksburg.....Miss. Jackson.....Miss. Meridian.....Miss.	All A. & V. Ry. local stations..	Ice, C L.....	7

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

EXCEPTIONS TO CLASSIFICATION.

.Building Material: Lime, Cement, Plaster, Sand, Brick, Shingles, Lumber and Laths, when shipped in mixed C L, 24,000 pounds minimum, will be charged for at the highest rated C L article in the car. Owners to load and unload. Sash, Doors and Blinds not included in list of articles taking building material rates.

Wood, L C L. Same as Lumber, L C L.

For the consideration, as specified in contract dated July 6, 1892, the Alabama & Vicksburg Railway Co. agrees to carry and transport for Wm. E. Oates, his heirs and assigns, between Vicksburg and Beechwood, Miss., free of charge, once a week, on a certain day to be agreed upon by said Oates and the Superintendent of the Alabama & Vicksburg Ry. Co., by the regular local freight train of the A. & V. Ry. Co., the produce of the land covered by the agreement of March 15, 1887, and of the return cargoes necessary for the supply of said lands and of the persons owning and occupying the same, not exceeding one carload each way.

It is further agreed that on the application of said Oates, when he shall have for shipment a large quantity of bulk material, such as cotton seed or wood or return cargoes, said railway company will, within a reasonable time, provide said Oates, once a week, with a separate car at his switch or at the City of Vicksburg, to be loaded by him and to be transported to Vicksburg or to his switch by the A. & V. Ry. without charges.

Issued July 25, 1902. Effective July 20, 1902.

ALABAMA & VICKSBURG RAILWAY.

RATES ON

LOGS, STAVES, TIMBER, HOOP POLES AND ROUGH
BLOCKS, C L.

To be Manufactured and Reshipped over the A. & V. Railway;
also on Rough Lumber, to be Dressed or Dried
and Reshipped over A. & V. Railway.

BETWEEN STATIONS ON ALABAMA & VICKSBURG RY.

DISTANCE.	Rate in Cents per 100 lbs.
15 miles or less.....	1 $\frac{3}{4}$
20 miles and over 15.....	2
25 miles and over 20.....	2
30 miles and over 25.....	2 $\frac{1}{4}$
35 miles and over 30.....	2 $\frac{1}{2}$
40 miles and over 35.....	2 $\frac{3}{4}$
45 miles and over 40.....	3
50 miles and over 45.....	3
55 miles and over 50.....	3 $\frac{1}{4}$
65 miles and over 55.....	3 $\frac{1}{2}$
70 miles and over 65.....	3 $\frac{3}{4}$
85 miles and over 70.....	4
100 miles and over 85.....	4 $\frac{1}{4}$
120 miles and over 100.....	4 $\frac{1}{2}$
150 miles and over 120.....	5

Minimum Weight: Shipments will be charged for at actual weight, with minimum of 30,000 pounds.

Agents are authorized to use rates shown above between all stations on the Alabama & Vicksburg Railway, except on shipments to Vicksburg, Miss., Jackson, Miss., and Meridian, Miss.

Shipments to above junction points will be waybilled and delivered at Lumber rates shown on page 4, and when the manufactured article is reshipped over A. & V. Railway, agent will take up original expense bill covering movement of the rough material to their station and issue overcharge advice reducing freight charges on the rough material from original point of shipment on basis of above rates. Original expense bill must be attached to overcharge advice, and both forwarded to the auditor.

The manufactured article must be billed from point at which manufactured to final destination at regular tariff rate, and freight charges on the rough material to point at which manufactured must under no circumstances be billed against the manufactured article as "charges."

ALABAMA & VICKSBURG RAILWAY.

IN CENTS PER HUNDRED POUNDS.

	CLASS	
	A	B
5 miles and under.....	11	8
10 miles and over 5.....	13	9
15 miles and over 10.....	16	12
20 miles and over 15.....	18	14
25 miles and over 20.....	20	16
30 miles and over 25.....	21	17
35 miles and over 30.....	23	18
40 miles and over 35.....	25	19
45 miles and over 40.....	26	20
50 miles and over 45.....	27	21
60 miles and over 50.....	28	22
70 miles and over 60.....	29	22
80 miles and over 70.....	31	23
90 miles and over 80.....	32	24
100 miles and over 90.....	33	25
110 miles and over 100.....	34	26
120 miles and over 110.....	35	26
130 miles and over 120.....	36	27
140 miles and over 130.....	37	28
150 miles and over 140.....	38	29

NOTE.—Live stock, L C L, to be fed by owner at his expense and to be released as per contract, weight estimated as follows, valuation limited to not exceeding \$100 for each animal:

	<i>Pounds.</i>
One cow, not crated.....	1,600
Two cows.....	2,800
Each additional cow.....	800
Cow and calf together.....	1,800
Yearling cattle, actual weight, but not less than.....	1,000
Bull calf, value limited to \$25.....	1,600

Cattle, not released, double foregoing rates.

A. Applies on cattle, crated, actual weight.

B. Applies on cattle, not crated; estimated weights as per above rate.

Rates named in this tariff apply only on business originating and ending within the State of Mississippi.

(Reissue Sup. 39 to L-85.)

Issued February 25, 1903.

Effective July 20, 1903.

NOTES.

NOTE 1.—Turpentine in barrels to be charged for at actual weight, including weight of packages, with a minimum of 24,000 pounds to the car. Turpentine in tank cars to be charged for at estimated weight of 7 pounds to the gallon, minimum weight to be based on full shell capacity of tank, even if tank is not full, but not less than 24,000 pounds. Tanks to be furnished by shipper or consignee. Shipper to load and unload, both when in tanks and in barrels.

NOTE 2.—On shipments of Rosin and turpentine in barrels, shipped in mixed carloads of 24,000 pounds minimum, between stations on A. & V. Ry., apply the current carload rate on each article.

NOTE 3.—When in carloads of 24,000 pounds minimum, the tariff rate of 2,000 pounds will apply per ton of 2,268 pounds on pig iron, and per ton of 2,240 pounds on scrap and railroad iron.

NOTE 4.—In estimating the freight on shipments of brick and lumber in mixed carloads, the higher rate on the entire shipment will apply, basing the weight on the usual estimated weights of brick and lumber, with a minimum of 28,000 pounds to the car.

NOTE 5.—Within rates on native grown hay, corn and cow peas apply only when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use between stations in Mississippi.

Current rates on native grown hay, C L, will apply on mixed C L of native grown hay, corn and cow peas.

NOTE 6.—The maximum valuation of live stock carried under the above rates will be limited to \$1.50 per animal. For any increase of one hundred per cent or fraction thereof on such valuation, there will be an increase of 50 per cent in rate. Care must be taken to so advise shipper as to this, and to ascertain from him at what valuations shipments are to be made and bills lading signed for.

Passenger cars belonging to and handled with circuses will be charged at the rate of 75 cents per mile, per car, including passengers, with a minimum of \$15 per movement for each car.

Persons in charge of live stock will be carried with the stock as follows: One man to pass free with each car, and his name to be given on bill lading and waybill by forwarding agent. All persons thus passed free to be at their own risk of personal injury from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.

A free pass will be given to one advance agent.

Above rates apply only when shipments are fully released, as per contract.

NOTE 7.—Cattle, L C L, to be fed by owner at his expense and to be released as per contract, to be charged for on basis following estimated weights. Valuation not to exceed \$100 for each animal:

Cattle, not crated:	Pounds.
One cow.....	1,600
Two cows.....	2,800
Each additional cow.....	800
Cow and calf together.....	1,800
Yearling cattle, actual weight, but each not less than.....	1,000
Bull calf, value limited to \$25.....	1,600

Cattle, crated: *Actual weight.*

Cattle, not released, double released rate.

NOTE 8.—Contracts for shipments of live stock must not be signed until the conditions thereof, particularly clause limiting value of stock, are thoroughly understood by shipper or party in charge. Agents are required to carefully carry out the provisions of this rule and should be prepared to certify to their having done so at any time the question may arise.

NOTE 9.—On shipments of live stock having points of origin and destination both in the State of Mississippi, shippers will be allowed to double deck cars in accordance with an Act of the Legislature of Mississippi, effective March 18, 1896, entitled, "An Act to amend Section 3564 of the Annotated Code of 1892, in relation to shipping live stock," as follows: "Right of shippers of live stock. A person who has chartered a car for the purpose of transporting live stock shall have the right to ship in the same car, at his own risk, different kinds of live stock. The shipper shall have the right to load said car by separating his stock with gates or bars, or by putting upper decks at his own expense and without injury to the cars; and the shipper shall be responsible for all damages that may occur by reason of its being so loaded. Any railroad company refusing, without sufficient reason, to move or transport a car so loaded, shall be liable to the party injured thereby to double damages, to be recovered before any court having jurisdiction thereof."

Rates on such mixed or double decked cars between points within the State of Mississippi will be the same as now authorized by Mississippi Tariffs on live stock in carloads.

NOTE 10.—On cord wood, C L, apply minimum 10 cords, maximum 12 cords. When cars are loaded above maximum, double the within rates will be charged on the excess.

MINIMUM CHARGE.

Single shipments weighing less than 100 pounds will be assessed at actual weight, with a minimum charge of 25 cents.

IMPORTANT NOTICE.

Rates between Vicksburg, Jackson and Meridian, Miss, as per A. & V. Tariff 310-B, and supplements or subsequent issues, on all classes and commodities, will be observed as maxima on business between all A. & V. Ry. stations intermediate.

For instance: Rate on soap, any quantity, between Meridian and Vicksburg, is 15 cents per 100 pounds, which rate will be the maximum on business between Meridian and A. & V. local stations intermediate to Vicksburg.

Issued August 8, 1902.

Effective July 20, 1902.

ALABAMA & VICKSBURG RAILWAY CO.

Joint Freight Tariff No. 484-A.

applying on

GENERAL MERCHANDISE

between

Stations in Mississippi on the

ALABAMA & VICKSBURG RAILWAY

On traffic coming from or destined to points in Mississippi located on other roads.

For application of rates, see page 1.

Governed by Southern Classification No. 25, A. & V. Ry. Classification No. 270 and Supplements and Subsequent Issues, with exceptions as noted herein.

(See page 4.)

New Orleans, La., Feb. 28, 1903.

Effective March 1, 1903.

ALABAMA & VICKSBURG RAILWAY.

TABLE OF DISTANCES BETWEEN STATIONS.

STATIONS.	Meridian.	Jackson.	Vicksburg.
Meridian..... Miss	---	96	140
*Lost Gap..... "	6	90	134
*Grahams..... "	11	85	129
*Smith & Allen..... "	14	82	127
*Point..... "	15	81	125
Chunky..... "	17	79	123
*Ragland..... "	18	79	122
Hickory..... "	23	73	117
*Skinners..... "	29	67	111
Newton..... "	31	65	109
Lawrence..... "	35	61	105
*Quattlebaum..... "	37	59	103
*Scoggins..... "	38	58	102
Lake..... "	41	55	99
*Muskegon..... "	42	54	98
*Lake Lumber & Imp. Co..... "	42	54	98
*Russells..... "	45	51	96
Fairchilds..... "	47	50	94
Forest..... "	49	47	91
*Raworth..... "	55	41	85
*Gravel Pit..... "	59	37	81
Morton..... "	60	36	80
*Adams Lumber Co..... "	64	32	76
*Clarksburg..... "	65	31	75
Pelahatchie..... "	69	27	71
*Rankin..... "	76	20	64
Brandon..... "	81	15	59
*Rice Hill..... "	84	12	56
*Greenfields..... "	85	11	55
*Howell..... "	88	8	52
Pearson..... "	91	5	49
Jackson..... "	96	---	44
*Dixon..... "	101	6	40
Clinton..... "	105	9	35
*Hinds..... "	110	15	30
Bolton..... "	113	17	27
*Champion Hill..... "	117	21	23
Edwards..... "	122	26	18
*Smiths..... "	126	30	14
Bovina..... "	130	34	10
*Newmans..... "	132	36	8
*Mulligan..... "	133	38	7
*Beechwood..... "	136	41	5
Vicksburg..... "	140	44	---

APPLICATION OF RATES.

The rates shown in this tariff apply only to and from junction points with connecting roads on traffic from points on the Alabama & Vicksburg Railway destined to points on other roads, and on traffic from points on other roads destined to points on the Alabama & Vicksburg Railway having origin, destination and entire transportation within the State of Mississippi.

ALABAMA & VICKSBURG RAILWAY.

FOR DISTANCE OF	CLASSES—PER HUNDRED POUNDS										Per Bbl.		
	1	2	3	4	5	6	A	B	C	D	E	H	F
5 miles or less.....	22½	20	16	13½	11	10	9	12	11	4½	16	18	19
10 miles and over 5.....	22½	20	16	13½	11	10	9	12	11	5	16	18	19
15 miles and over 10.....	27	23	20	16	14	13	10	13	13	6	17	20	21
20 miles and over 15.....	30	26	22½	18	16	14	11	13½	14	6	19	21	23
25 miles and over 20.....	32	29	24	21	18	15	12	13½	15	7	21	22	25
30 miles and over 25.....	35	31	26	22½	19	16	12	14	16	7	22	23	26
35 miles and over 30.....	37	32	29	24	20	17	13	15	17	8	22½	24	27
40 miles and over 35.....	40½	35	31	25	21	18	13	15	18	9	23	26	29
45 miles and over 40.....	43	37	31	26	22	19	13½	16	19	10	24	27	30
50 miles and over 45.....	44	37	31	26	22	20	14	17	20	10	25	27	30
55 miles and over 50.....	44	37	32	26	22	20	14	17	20	10	25	27	30
60 miles and over 55.....	44	37	32	26	22	20	14	18	20	11	25½	28	31
65 miles and over 60.....	46	38	33	27	23	20	14	19	21	12	26	29	31
70 miles and over 65.....	46	38	33	27	23	20	15	19	21	12	26	29	31
75 miles and over 70.....	48	40	35	29	24	20	15	20	22	12	27	31	33
80 miles and over 75.....	48	40	35	29	24	20	15	20	22	13	27	31	34
85 miles and over 80.....	49	41	36	30	25	21	15	21	23	13	28	32	35
90 miles and over 85.....	49	41	36	30	25	21	15	21	23	13	28	33	36
95 miles and over 90.....	51	42	37	31	25½	22	15	24	24	13	29	34	37
100 miles and over 95.....	51	42½	37	31	25½	22	15	24	24	13	29	34	37
110 miles and over 100.....	53	44	39	33	28	25	15	25½	25	13	30	35	39
120 miles and over 110.....	54	46	40	34	30	25½	15	26	25½	13	30	35	41
130 miles and over 120.....	56	48	41	35	31	26	15	27	26	13	31	36	42
140 miles and over 130.....	58	48	42	36	31	27	15	28	27	13	31	36	42
150 miles and over 140.....	59½	50	43	37	32	28	15	29	28	13	31	37	43

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ALABAMA & VICKSBURG RAILWAY.

FOR DISTANCE OF	PER HUNDRED POUNDS.																											
	Brick, minimum C L, 40,000 lbs. (See Note 4.)		Corn, Oats, Corn Meal, Hominy, Grits, Hominy Feed, Grain, Screenings, Bran, Feed and Millstuff.		Flour, in sacks.		Flour, in barrels, per barrel.		Hay, native grown, minimum C L, 18,000 lbs. (See Note 5.)		Cow Peas, native grown, min- imum C L, 20,000 lbs. (See Note 5.)		Corn, native grown, C L. (See Note 5)		Bagging and Cotton Ties, straight or mixed, C L, 24,000 lbs. min- imum.		Ice, L C L, packed.		Fruits and Vegetables, Domestic.		Rosin, C L. (See Note 2.)		Turpentine, in barrels or in tank cars, C L. (See Notes 1 and 2.)		In Bags.		In Bales.	
5 miles or less.....	2	3	4	4	7	7	7	14	14	4	4	4	4	4	9	9	5	5	15	9	6	11	4	5	16	13	13	13
10 miles and over 5..	2	3	5	5	7	7	7	14	14	4	4	4	4	4	9	9	5	5	15	9	11	11	4	5	16	13	13	13
15 miles and over 10..	2	3	6	6	7	7	7	14	14	4	4	4	4	4	10	10	6	6	16	10	12	13	5	6	19	18	18	18
20 miles and over 15..	2	3	9	9	7	7	7	14	14	4	4	4	4	4	11	11	7	7	16	11	13	13	5	6	25	19	19	19
25 miles and over 20..	3	4	7	7	7	7	7	14	14	5	5	6	6	9	11	12	7	7	16	12	14	16	6	7	25	19	25	25
30 miles and over 25..	3	4	7	7	7	7	7	14	14	9	9	7	7	7	11	12	7	7	16	13	16	17	7	7	25	19	30	30
35 miles and over 30..	3	4	7	7	7	7	7	14	14	14	14	7	7	7	11	12	8	8	17	13	17	18	8	8	30	19	30	30
40 miles and over 35..	3	4	7	7	7	7	7	14	14	14	14	7	7	7	11	12	8	8	17	14	18	19	9	9	34	21	34	34
45 miles and over 40..	3	4	7	7	7	7	7	14	14	14	14	7	7	7	11	12	8	8	17	15	18	19	9	9	37	24	37	37
50 miles and over 45..	3	4	8	8	10	10	15	20	27	8	8	8	10	8	11	12	8	8	17	15	18	19	9	9	37	24	37	37
55 miles and over 50..	3	5	8	8	10	10	15	20	27	8	8	8	10	8	11	12	8	8	17	15	18	19	9	9	37	24	37	37
60 miles and over 55..	3	5	8	8	11	10	15	20	27	8	8	8	11	8	11	12	8	8	17	15	18	19	9	9	37	24	37	37

65 miles and over	60.-	3	5	8½	11	10	15	20	27	8½	15	8½	11	8½	11	12	8½	17	16	20	10	10	37	32
70 miles and over	65.-	3	5	8½	12	10	15	20	27	8½	15	8½	12	8½	11	12	8½	17	16	20	10	10	37	32
75 miles and over	70.-	3	5	8½	12	10	15	20	27	8½	16	8½	12	8½	11	12	9	17	17	21	11	11	41	35
80 miles and over	75.-	3	5	8½	13	10	15	20	27	8½	16	8½	13	8½	11	12	9	17	18	22	11	11	41	35
85 miles and over	80.-	3	5	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	9	18	18	22	11	12	41	36
90 miles and over	85.-	3	5	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	10	18	19	23	12	12	41	36
95 miles and over	90.-	3	5	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	10	18	19	23	12	13	41	37
100 miles and over	95.-	4	6	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	10	18	20	24	13	13	41	37
110 miles and over	100.-	4	6	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	10	19	20	25½	13	14	45	38
120 miles and over	110.-	4	6	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	10	20	21	26	13	14	45	38
130 miles and over	120.-	4	6	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	11	20	22	28	13	15	49	39
140 miles and over	130.-	4	6	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	11	21	22	28	13	15	49	39
150 miles and over	140.-	4	6	8½	13	10	15	20	27	8½	17	8½	13	8½	11	12	11	21	23	28	13	15	49	39

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds

65 miles and over	60.	4	5	8	7	13	5	8	4	6	5	12	850	85	*	8½	12	16	149	106	*	2550	1785	2720
70 miles and over	65.	4	6	8	7	13	5	8	4	6	5	13	850	85	*	8½	12	17	157	106	*	2720	1870	2720
75 miles and over	70.	4	6	9	7	14	5	8	4	6	5	13	870	87	*	8½	12	17	157	106	*	2805	1955	2890
80 miles and over	75.	4	6	9	8	14	6	9	5	7	5	14	870	87	*	9	13	17	157	106	*	2890	2040	2890
85 miles and over	80.	4	6	9	8	15	6	9	5	7	5	14	890	89	*	9	13	18	157	106	*	2975	2040	2975
90 miles and over	85.	4	6	9	8	15	6	9	5	7	5	14	890	89	*	9	14	18	157	106	*	2975	2040	2975
95 miles and over	90.	4	6	9	8	15	6	9	5	7	5	15	915	102	*	9	14	18	157	106	*	3060	2040	3145
100 miles and over	95.	4	6	9	8½	15	6	9	5	8	5	15	915	102	*	10	14	18	157	106	*	3060	2125	3145
110 miles and over	100.	4	6	10	8½	16	6	9	5	8	6	16	1020	102	*	10	15	18	161	106	*	3230	2125	3230
120 miles and over	110.	4	7	10	8½	16	6	10	5	8	6	16	1020	102	*	10	15	19	170	106	*	3315	2125	3315
125 miles and over	120.	4	7	10	8½	16	6	10	6	9	6	16	1105	110	*	10	15	19	170	106	*	3400	2210	3400
130 miles and over	125.	4	7	10	8½	16	6	10	6	9	6	16	1105	110	*	10	15	19	170	106	*	3400	2210	3400
140 miles and over	130.	4	7	10	8½	16	6	10	6	9	6	16	1190	119	*	11	15	19	170	106	*	3400	2210	3485
150 miles and over	140.	4	7	10	8½	16	6	10	6	9	6	16	1190	119	*	11	15	19	170	106	*	3400	2295	3570

* See Note 7.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

EXCEPTIONS TO CLASSIFICATION.

ARTICLES.	Class.
Box and Barrel Material, C L, same as Lumber, C L.	
Building Material: Lime, Cement, Plaster, Sand, Brick, Shingles, Lumber and Laths, when shipped in mixed C L, 24,000 lbs. minimum, will be charged for at the highest rated C L article in the car. Owners to load and unload. Sash, Doors and Blinds, not included in list of articles taking building material rates.	
Dynamite, any quantity.....	1½
Eggs: When the actual weight of eggs cannot be ascertained at point of shipment or destination the following estimated weights will apply:	
Cases containing 30 dozen or less.....	53 lbs.
Cases containing 36 dozen and over 30 dozen.....	63 lbs.
Any excess over 36 dozen, 2 lbs. per dozen additional.	
Emigrant Movables, C L, including Live Stock, released, man in charge free, owner to load and unload. Household Goods, C L, released, value limited to \$5 per 100 lbs., in case of total loss, owner to load and unload. Same as horses, C L.	
Grain, Hay and Mill Stuff, mixed, C L.....	D
Hides, dry, compactly tied in bundles, if released.....	4
Hoofs and Horns (must be packed when in L C L quantities) Same as Fertilizers.	
Household Goods, C L. See Emigrant Movables.	
Lime, L C L, when for fertilizing purposes, same as Fertilizers, L C L.	
Live Stock, L C L, released, to be fed by owner at his expense, at following estimated weights:	
On Mississippi State Traffic.....	4
One horse, mule or horned animal.....	each 2,000 lbs.
Two horses, mules or horned animals.....	lot 3,500 lbs.
Each additional horse, mule or horned animal.....	each 1,000 lbs.
Stallions, jacks and bulls.....	each 3,000 lbs.
Cow and calf together.....	lot 2,500 lbs.
Calves and sheep.....	each 175 lbs.
Calves and sheep in lots of 5 or more.....	each 150 lbs.
Lambs.....	each 100 lbs.
Lambs in lots of 5 or more.....	each 75 lbs.
Pigs and stock hogs.....	each 125 lbs.
Hogs for market.....	each 350 lbs.
Pigs, hogs, sheep, calves, etc., boxed.....	actual weight.
Yearling colts and bulls.....	each 2,000 lbs.
Yearling cattle, except bulls.....	each 1,000 lbs.
Live Stock, not released, double foregoing rates.	
Meats, in sacks, released.....	B
Meats, Cotton Seed, C L, 24,000 lbs. minimum.....	D
Packages, empty, all kinds, returned, will take same rate, any quantity, as when shipped full.	
Peas, cow, field and clay, any quantity.....	D

ARTICLES.	Class.
Petroleum and its products, mixed C L of barrels and cases. Same as in barrels, Str. C L.	
Powder (gun or blasting), any quantity.....	1
Prepared Cow and Cattle Feed; carload and less than carload; apply same rates as are in effect on Cotton Seed Meal.	
Rosin, L C L.....	6
Sawdust, C L, same as Fertilizers, C L.	
Telegraph Poles, C L, same as Lumber, C L. When too long to be loaded on one car, a minimum weight of 24,000 lbs., for each car used will be charged for.	
Turpentine, L C L.....	6
Wood, L C L, same as Lumber, L C L.	

NOTES.

NOTE 1.—Turpentine in barrels to be charged for at actual weight, including weight of packages, with a minimum of 24,000 pounds to the car. Turpentine in tank cars to be charged for at estimated weight of 7 pounds to the gallon, minimum weight to be based on full shell capacity of tank, even if tank is not full, but not less than 24,000 pounds. Tanks to be furnished by shipper or consignee. Shipper to load and unload, both when in tanks and in barrels.

NOTE 2.—On shipments of rosin and turpentine in barrels, shipped in mixed carloads of 24,000 pounds minimum, between stations on N. O. & N. E. R. R., apply the current carload rate on each article.

NOTE 3.—When in carloads of 24,000 pounds minimum, the tariff rate will apply per ton of 2,268 pounds on pig iron and per ton of 2,240 pounds on scrap and railroad iron.

NOTE 4.—In estimating the freight on shipments of brick and lumber in mixed carloads the higher rate on the entire shipment will apply, basing the weight on the usual estimated weights of brick and lumber, with a minimum of 28,000 pounds to the car.

NOTE 5.—Within rates on native grown hay, corn and cow peas apply only when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use between stations in Mississippi.

Current rates on native grown hay, C L, will apply on mixed C L of native grown hay, corn and cow peas.

NOTE 6.—The maximum valuation of live stock carried under the above rates will be limited to \$150 per animal. For any increase of one hundred per cent or fraction thereof on such valuation there

will be an increase of fifty per cent in rate. Care must be taken to so advise shipper as to this, and to ascertain from him at what valuations shipments are to be made and bills lading signed for.

Passenger cars belonging to and handled with circuses will be charged at the rate of 75 cents per mile, per car, including passengers, with a minimum of \$15 per movement for each car.

Persons in charge of live stock will be carried with the stock as follows: One man to pass free with each car and his name to be given on bill lading and waybill by forwarding agent. All persons thus passed free to be at their own risk of personal injury from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.

A free pass will be given to one advance agent.

Above rates apply only when shipments are fully released, as per contract.

For rates on cattle, L C L, see Tariff 458-A and supplements or subsequent issues.

NOTE 7.—For rates on cotton seed, C L, see Tariff N-1687 and supplements or subsequent issues.

NOTE 8.—Contracts for shipments of live stock must not be signed until the conditions thereof, particularly clause limiting value of stock, are thoroughly understood by shipper or party in charge. Agents are required to carefully carry out the provisions of this rule, and should be prepared to certify to their having done so at any time the question may arise.

NOTE 9.—On shipments of live stock having points of origin and destination both in the State of Mississippi, shippers will be allowed to double deck cars in accordance with an Act of the Legislature of Mississippi, effective on March 18, 1896, entitled: "An Act to amend Section 3564 of the Annotated Code of 1892, in relation to shipping live stock," as follows: "Right of shippers of live stock. A person who has chartered a car for the purpose of transporting live stock shall have the right to ship in the same car, at his own risk, different kinds of live stock. The shipper shall have the right to load said car by separating his stock with gates or bars, or by putting upper decks at his own expense and without injury to the cars; and the shipper shall be responsible for all damages that may occur by reason of its being so loaded. Any railroad company refusing, without sufficient reason, to move or transport a car so loaded, shall be liable to the party injured thereby to double damages, to be recovered before any court having jurisdiction thereof."

Rates on such mixed or double decked cars between points within the State of Mississippi will be the same as now authorized by Mississippi Tariffs on live stock in carloads.

NOTE 10.—On cord wood, C L, apply minimum of 10 cords, maximum of 12 cords. When cars are loaded above maximum, double the within rates will be charged on the excess.

MINIMUM CHARGE.

Single shipments will be assessed at actual weight, tariff rate, with a minimum charge of twenty-five cents for each road.

SPECIAL NOTICE.

Through rates to and from points in Mississippi on other roads, as authorized in this tariff, will apply, except where lower figures (as shown in the following issues), are already in effect, viz.:

1-A. Classes and commodities from Vicksburg, Miss., to Stations on Gulf & Ship Island R. R.

37-A. Lumber, Laths and Shingles, from N. O. & N. E. R. R. Stations to points on A. & V. Ry.

73-A. Excelsior, from Waynesboro to Vicksburg, Miss.

78-B. Grain, Flour, Hay and Packing House Products from Vicksburg and Jackson, Miss., to Stations on N. O. & N. E. R. R.

313-A. Fertilizers from Vicksburg, Miss., to Gulfport, Miss.

417-A. Fertilizers, from Vicksburg, Edwards and Jackson, Miss., to Stations on N. O. & N. E. R. R.

N-74. Fertilizers, from Meridian to Stations on I. C. R. R.

N-539. Classes from Vicksburg to Stations on I. C. R. R.

N-707. Knitting Factory Products from Enterprise, Miss., to Stations on Illinois Central R. R.

N-720. Classes and Commodities from Meridian to Stations on I. C. R. R.

N-725. Classes and Commodities from Meridian to Yazoo City, Miss.

N-791. Classes and Commodities from Meridian to Greenville, Miss.

N-1032. Sash, Doors and Blinds, from Jackson to Mississippi Junction Points.

N-1429. Sash, Doors and Blinds, from Jackson to Greenwood, Miss.

N-1435. Lumber, from Jackson to Greenwood, Miss.

N-1476. Lumber, from Jackson to West Point, Miss.

N-1541. Classes and Commodities, from Vicksburg to Mississippi Junction Points.

N-1588. Sash, Doors and Blinds, from Jackson to Greenville, Miss.

N-1690. Mineral Water from Arundel and Vossburg, Miss., to Jackson and Vicksburg, Miss.

N-1710. Sash, Doors and Blinds, from Jackson, Miss., to Hattiesburg, Lumberton and Laurel, Miss.

S-149. Fertilizers from Meridian, Miss., to I. C. R. R. Stations.

S-1294. Knitting Factory Products from Enterprise, Miss., to Stations on A. & V. Ry.

S-1295. Knitting Factory Products from Enterprise, Miss., to Stations on Y. & M. V. R. R.

S-1757. Classes and Commodities from Vicksburg, Miss., to Stations on N. O. & N. E. R. R.

L-138. Corn and Hay from A. & V. Ry. Stations to Points on N. O. & N. E. R. R.

MOBILE & OHIO RAILROAD CO.

LOCAL DISTANCE TARIFF No. 480.

(Cancels Tariff No. 326.)

Issued March 10, 1903.

Effective March 10, 1903.

APPLYING ON TRAFFIC IN THE

STATE OF MISSISSIPPI

As approved and adopted by the R. R. Commission of Mississippi.

To be used only between Stations in Mississippi, that is, between State Line and Corinth, and intermediate points.

Rates named herein will not apply on interstate traffic, that is, on freight shipped from or destined to points outside the State of Mississippi.

• AGENTS WILL POST THIS TARIFF AS REQUIRED BY LAW.

Governed by Mobile & Ohio Railroad Classification No. 116, or subsequent issues.

Reissue of Southern Classification, No. 25, with Exceptions shown on page 4 of Tariff.

MOBILE & OHTO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.										Per 100 Pounds C L, 24,000 lbs. min.		Per Bale	Per 100 Pounds. C L	CATTLE, L C L, To be fed by owner at his expense and to be released as per contract, valuation lim- ited to not ex- ceeding \$100 for each animal. CRATED—Actual weight. NOT CRATED— Estimated weight (See Note 6.)						
	PER ONE HUNDRED POUNDS.										Per Bbl.										
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.	Class D.		Class E.	Class H.	Class F.	Class K.	Class L.	Class M.	Class R.	Cotton Seed.	Cotton.	
5 miles and under.....	24	22	20	17	9	8	10	11	11	5	12	15	18	3	3	2	3	4	60	5	11
10 miles and over 5...	29	27	23	19	11	9	10	13	12	5	13	18	20	4	3	3	3	4	60	5	13
15 miles and over 10...	33	33	29	25	14	12	11	14	14	6	15	21	24	4	4	3	4	5	60	6	16
20 miles and over 15...	35	33	29	25	16	14	12	15	16	7	17	23	22	5	4	3	4	5	80	7	18
25 miles and over 20...	38	36	31	27	18	16	13	15	17	8	19	25	23	5	5	3	5	5	90	7	20
30 miles and over 25...	41	38	33	29	19	17	13	16	18	8	20	27	24	5	5	4	5	6	100	8	21
35 miles and over 30...	43	40	35	30	20	18	14	17	19	9	21	29	25	5	5	4	5	6	100	8	23
40 miles and over 35...	46	42	37	30	21	19	14	17	20	9	22	31	26	6	6	4	6	6	110	9	25
45 miles and over 40...	49	44	38	31	22	20	15	18	21	9	23	31	27	6	6	4	6	7	125	9	26
50 miles and over 45...	51	45	39	32	23	21	15	19	22	9	24	35	28	6	6	5	6	7	135	9	27
55 miles and over 50...	53	46	39	33	24	22	16	21	23	10	25	36	32	6	7	5	7	8	145	9	28
60 miles and over 55...	53	46	39	33	25	23	16	23	24	10	25	36	36	6	7	5	7	8	150	10	28
65 miles and over 60...	55	47	40	33	26	24	16	25	24	10	26	37	40	6	7	5	7	8	150	10	29
70 miles and over 65...	55	47	40	33	27	25	17	27	24	11	26	37	44	6	7	5	7	8	150	10	29

75 miles and over	57	48	42	35	28	25	17	29	25	11	27	38	47	6	8	5	7	8	150	10	31
80 miles and over	57	48	42	35	29	25	17	29	25	11	27	38	48	6	8	5	7	8	150	10	31
85 miles and over	58	48	42	35	29	25	18	29	25	12	27	38	48	6	8	6	8	150	11	32	
90 miles and over	58	48	42	35	29	25	18	29	25	12	27	38	48	7	8	6	8	155	11	32	
95 miles and over	60	49	43	36	30	26	18	30	26	12	28	39	49	7	9	6	8	155	11	33	
100 miles and over	60	50	43	36	30	26	19	30	26	13	28	39	50	7	9	6	8	155	11	33	
105 miles and over	62	52	46	39	32	28	19	31	26	13	29	41	51	7	9	6	8	155	12	34	
110 miles and over	62	52	46	39	33	29	19	31	27	13	29	41	51	7	9	6	8	155	12	34	
115 miles and over	64	54	47	40	35	30	19	32	27	13	29	42	52	7	9	6	8	160	12	35	
120 miles and over	64	54	47	40	35	30	19	32	28	13	29	42	52	7	9	6	9	160	12	35	
125 miles and over	66	56	48	41	36	31	20	33	28	14	31	43	53	7	9	6	9	165	12	36	
130 miles and over	66	56	48	41	36	31	20	33	28	14	31	43	53	7	9	6	9	165	12	36	
135 miles and over	68	57	49	42	37	32	20	34	29	14	32	44	54	7	9	6	9	175	12	37	
140 miles and over	68	57	49	42	37	32	20	34	29	14	32	44	54	7	9	6	9	175	12	37	
145 miles and over	70	59	51	43	38	33	20	35	30	14	33	46	55	8	9	6	9	180	13	38	
150 miles and over	70	59	51	43	38	33	20	35	30	14	33	46	55	8	9	6	9	180	13	38	
155 miles and over	72	61	53	45	39	34	22	36	30	15	34	48	56	8	9	6	9	190	13	39	
160 miles and over	72	61	53	45	39	34	22	36	31	15	34	48	56	8	9	7	9	190	13	39	
165 miles and over	74	62	53	46	40	35	22	37	31	15	35	49	57	8	9	7	9	190	13	40	
170 miles and over	74	62	54	46	40	35	22	37	31	15	35	49	57	8	9	7	9	190	13	40	
175 miles and over	75	63	54	47	40	35	22	37	31	15	35	50	57	8	10	7	9	190	13	41	
180 miles and over	75	63	54	47	40	35	24	38	32	16	35	50	58	8	10	7	10	190	14	41	
185 miles and over	76	64	55	47	40	35	24	38	32	16	36	50	58	8	10	7	10	190	14	42	
190 miles and over	76	64	55	47	40	35	24	38	32	16	36	50	58	8	10	7	10	190	14	42	
195 miles and over	77	65	56	47	40	35	24	38	32	16	36	51	58	8	11	7	10	190	14	43	
200 miles and over	77	65	56	47	40	35	24	38	32	16	36	51	58	8	11	7	10	190	14	43	
205 miles and over	77	65	56	48	40	35	27	39	33	17	37	51	58	8	11	7	10	190	15	43	
210 miles and over	78	66	57	48	41	35	27	39	33	17	37	51	59	9	11	7	10	190	15	43	
215 miles and over	78	66	57	48	41	35	27	39	33	17	37	52	59	9	12	7	10	225	15	44	
220 miles and over	79	66	57	48	41	36	27	39	33	17	37	52	59	9	12	7	10	225	15	44	
225 miles and over	79	67	58	48	41	36	27	40	33	17	38	52	59	9	12	7	10	225	15	44	
230 miles and over	79	67	58	49	41	36	27	40	34	17	38	52	59	9	12	8	10	225	15	44	
235 miles and over	80	67	58	49	42	36	27	40	34	17	38	53	60	9	13	8	10	225	15	45	

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.																			Per 100 Pounds.		
																				Per Bbl	Per C L, 24,000 lbs. min.	Bale
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.	Class D.	Class E.	Class H.	Class F.	Class K.	Class L.	Class M.	Class R.	Cotton Seed.	Cotton.	Cotton Seed, for planting, L C L.		
240 miles and over 235...	80	68	58	49	42	36	27	40	34	17	38	53	60	9	13	8	10	12	225	15	45	
245 miles and over 240...	80	68	58	49	42	36	27	40	34	17	39	54	60	9	13	8	11	12	225	15	45	
250 miles and over 245...	81	68	59	49	42	37	27	40	34	17	39	54	60	9	13	8	11	12	225	15	45	
255 miles and over 250...	81	68	59	49	42	37	29	41	34	17	39	54	60	9	13	8	11	12	225	15	45	
260 miles and over 255...	82	69	59	50	43	37	29	41	35	17	39	54	60	9	14	8	11	12	225	15	45	
265 miles and over 260...	82	69	59	50	43	37	29	41	35	17	39	54	61	9	14	8	11	12	225	15	46	
270 miles and over 265...	82	69	60	50	43	37	29	41	35	17	39	54	61	9	14	8	11	12	225	15	46	

CATTLE, L C L.
To be fed by
owner at his
expense and to
be released as
per contract,
valuation lim-
ited to not ex-
ceeding \$100
for each
animal.

CRATED—Actual
weight.
NOT CRATED—
Estimated
weight. (See
Note 6.)

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF		PER ONE HUNDRED POUNDS.						
		When shipped direct from factories on M. & O R. R.	When accom- panied by cer- tificate from shipper or owner that same was grown within the State of Mississippi.		Earthenware and Stone- ware, loose, rel., when shipped direct from factories on M. & O. R. R.			
			CANNED GOODS.				CORN.	HAY.
			C L 24 000	L C L			C L	L C L	C L	L C L
5 miles and under	8	10	4	6	3½	8		
10 miles and over 5	9	12	4	7	3½	14		
15 miles and over 10	10	15	5	9	9	18		
20 miles and over 15	12	16	5	10	9	22		
25 miles and over 20	14	18	6	12	10½	28		
30 miles and over 25	15	19	7	13	10½	28		
35 miles and over 30	16	20	8	14	11	32		
40 miles and over 35	17	21	8	15	11	32		
45 miles and over 40	18	22	8	16	12	36		
50 miles and over 45	18	23	8	16	12	36		
55 miles and over 50	19	24	9	17	13	38		
60 miles and over 55	20	25	9	17	13	38		
65 miles and over 60	20	25	10	18	14	41		
70 miles and over 65	20	25	10	18	14	41		
75 miles and over 70	20	25	11	19	15	43		
80 miles and over 75	20	25	11	19	15	43		
85 miles and over 80	20	25	12	20	15	45		
90 miles and over 85	20	25	12	20	15	45		
95 miles and over 90	20	25	12	20	16	48		
100 miles and over 95	20	25	12	20	16	48		
105 miles and over 100	25	30	13	20	17½	52		
110 miles and over 105	25	30	13	20	17½	52		
115 miles and over 110	25	30	13	20	17½	52		
120 miles and over 115	25	30	13	20	17½	52		
125 miles and over 120	25	30	13	20	19	56		
130 miles and over 125	25	30	13	20	19	56		
135 miles and over 130	25	30	13	20	19	56		
140 miles and over 135	25	30	13	20	19	56		
145 miles and over 140	25	30	14	22	19½	58		
150 miles and over 145	25	30	14	22	19½	58		
155 miles and over 150	25	30	14	22	20	60		
160 miles and over 155	25	30	14	22	20	60		

MOBILE & OHIO RAILROAD.

PER ONE HUNDRED POUNDS.							IN DOLLARS AND CENTS PER CAR.	
Fruit Trees and Shrubbery boxed or baled, rel. and prepaid, when shipped direct from nurseries on M. & O. R. R.	Staves and Hoop Poles, C L min. wt. 24,000 lbs.	Lumber, Lath and Shingles, C L min. weight 24,000 lbs.		Brick, C L minimum weight 40,000 lbs.		Fertilizer, C L minimum weight 24,000 lbs.	LIVE STOCK, REL. (See Note 5.)	
		C L	L C L	C L	L C L		Horses and Mules.	Cattle, Hogs and Sheep, S D.
12	3	3	4½	2	3	3	\$10 00	\$ 8 00
12	3	3	4½	2	3	3½	12 00	8 00
12	3½	3	4½	2½	3¼	3¾	15 00	10 00
20	3½	3½	5¼	2½	3¼	3¾	15 00	12 00
25	3¾	3½	5¼	3	4½	3¾	18 00	13 00
25	4	3½	5¼	3	4½	3¾	18 00	14 00
29	4¼	4	6	3	4½	3¾	21 00	15 00
29	4½	4	6	3	4½	3¾	21 00	16 00
32	4¾	4	6	3	4½	3¾	22 00	17 00
32	5	4½	6¾	3	4½	3¾	22 00	17 00
34	5¼	4½	6¾	4	6	3¾	24 00	18 00
34	5½	4½	6¾	4	6	3¾	24 00	19 00
36	5¾	5	7½	4	6	3¾	26 00	20 00
36	6	5	7½	4	6	3¾	26 00	21 00
37	6	5	7½	4	6	4	27 00	22 00
37	6½	5½	8¼	4	6	7	27 00	23 00
39	6¾	5½	8¼	4	6	4½	28 00	24 00
39	7	5½	8¼	4	6	4½	28 00	24 00
41	7	5½	8¼	4	6	5	29 00	24 00
41	7¼	6	9	4½	6¾	5	29 00	24 00
43	7¼	6	9	4½	6¾	5½	30 00	25 00
43	7¼	6	9	4½	6¾	5½	30 00	25 00
44	7¼	6	9	4½	6¾	6	31 00	25 00
44	7¼	6	9	4½	6¾	6	31 00	25 00
46	8	6	9	4½	6¾	6½	32 00	25 00
46	8	7	10½	4½	6¾	6½	32 00	25 00
47	8½	7	10½	4½	6¾	7	33 00	26 00
47	8½	7	10½	4½	6¾	7	33 00	26 00
49	8½	7	10½	4½	6¾	7½	34 00	26 00
49	8½	7	10½	5	7½	7½	34 00	26 00
51	8½	7½	11¼	5	7½	8	35 00	27 00
51	8½	7½	11¼	5	7½	8	35 00	27 00

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.					
	When shipped direct from factories on M. & O. R. R.		When accompanied by certificate from shipper or owner that same was grown within the State of Mississippi.		Earthenware and Stoneware, loose, rel., when shipped direct from factories on M. & O. R. R.	
	CANNED GOODS.		CORN.		HAY.	
	C L 24,000	L C L	C L	L C L	C L	L C L
165 miles and over 160.....	25	30	14	23	20½	61
170 miles and over 165.....	25	30	14	23	20½	61
175 miles and over 170.....	25	30	14	23	21	63
180 miles and over 175.....	25	30	14	23	21	63
185 miles and over 180.....	25	30	15	24	22	64
190 miles and over 185.....	25	30	15	24	22	64
195 miles and over 190.....	25	30	15	24	22½	65
200 miles and over 195.....	25	30	15	24	22½	65
205 miles and over 200.....	28	33	15	24	23	66
210 miles and over 205.....	28	33	15	24	23	66
215 miles and over 210.....	28	33	15	24	23½	66
220 miles and over 215.....	28	33	15	24	23½	66
225 miles and over 220.....	28	33	15	24	24	67
230 miles and over 225.....	28	33	15	25	24	67
235 miles and over 230.....	28	33	15	25	24½	68
240 miles and over 235.....	28	33	15	25	24½	68
245 miles and over 240.....	28	33	15	25	25	68
250 miles and over 245.....	28	33	15	25	25	68
255 miles and over 250.....	28	33	15	25	25½	69
260 miles and over 255.....	28	33	15	25	25½	69
265 miles and over 260.....	28	33	15	25	25½	69
270 miles and over 265.....	28	33	15	25	25½	69

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE & OHIO RAILROAD.

PER ONE HUNDRED POUNDS.							IN DOLLARS AND CENTS PER CAR.	
Fruit Trees and Shrubbery. boxed or baled, rel. and prepaid, when shipped direct from nurseries on M. & O. R. R.	Staves and Hoop Poles, C L min. wt. 24,000 lbs.	Lumber, Lath and Shingles, C L min. weight 24,000 lbs.		Brick, C L minimum weight 40,000 lbs.		Fertilizer, C L minimum weight 24,000 lbs.	LIVE STOCK, REL. (See Note 5.)	
		C L	L C L	C L	L C L		Horses and Mules.	Cattle, Hogs and Sheep, S D.
52	9	7½	11¼	5	7½	8	36 00	27 00
52	9	7½	11¼	5	7½	8	36 00	27 00
53	9½	7½	11¼	5	7½	8	36 00	27 00
53	9½	8	12	6	9	8	36 00	29 00
55	9½	8	12	6	9	8	37 00	29 00
55	9½	8	12	6	9	8	37 00	29 00
56	10	8	12	6	9	8	37 00	29 00
56	10	8	12	6	9	8	37 00	29 00
57	10	8½	12¾	6½	9¾	8	38 00	31 00
57	10	8½	12¾	6½	9¾	8	38 00	31 00
59	10½	8½	12¾	6½	9¾	8	40 00	31 00
59	10½	8½	12¾	6½	9¾	8	40 00	31 00
60	10½	8½	12¾	6½	9¾	8	42 00	31 00
60	10½	8½	12¾	6½	9¾	8	42 00	31 00
61	11	8½	12¾	6½	9¾	8	44 00	31 00
61	11	8½	12¾	6½	9¾	8	44 00	31 00
62	11	8½	12¾	6½	9¾	8	46 00	31 00
62	11	8½	12¾	6½	9¾	8	46 00	31 00
64	11½	9	13½	7	10½	8	46 00	33 00
64	11½	9	13½	7	10½	8	46 00	33 00
64	11½	9	13½	7	10½	8	48 00	33 00
64	11½	9	13½	7	10½	8	48 00	33 00

Maximum rate on native corn and hay, car lots, in Mississippi,
15 cents per 100 pounds.

The following exceptions to classification must be used in connection with rates named in this tariff:

ARTICLES.	Class.
Agricultural Implements and Machinery, when forwarded for repairs, will be returned over same roads at owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding and full tariff rate paid, provided said shipments are returned within 60 days from date of forwarding for repairs, otherwise full tariff rates will be charged. Said freight bill must be attached to waybill.	
Bark, Tan, C L, minimum weight 24,000 lbs.-----	L
Barrels, empty, L C L, viz.: Cider, oil, molasses, vinegar and whiskey-----	4
Barrel Material. See Box Material.	
Bones and Bone Dust, C L, minimum weight 24,000 lbs.--- Same packed, L C L, 25 per cent higher than C L.	K
Boxes (except cracker), returned empty-----	3
Boxes, N O S in the classification, returned empty-----	3
Boxes, empty, N O S in the classification, C L, minimum weight 10,000 lbs.-----	6
Box and Barrel Material, C L, minimum weight 24,000 lbs. Same, L C L, 5 cts. per cwt. higher than C L.	L
BUILDING MATERIAL—Consisting of Lumber, Lime, Cement Plaster, Sand, Brick, Laths and Shingles, in mixed carloads, minimum weight 24,000 lbs., will be charged for at the highest carload rate on either or any article named. Shipments to be loaded and unloaded by the owners.	
Brick, common and fire, C L, minimum weight 24,000 lbs..	L
Brick, L C L, 175 per cent of C L.	
Cans, empty, except parts of cotton mill machinery, in bulk, C L, minimum weight 12,000 lbs.-----	4
Cement, in barrels, C L, minimum weight 24,000 lbs.-----	L
Cement, in barrels, L C L, 175 per cent of carload rate.	
Charcoal, C L, minimum weight 24,000 lbs.-----	R
Clay, common and fire, C L, minimum weight 24,000 lbs.---	K
Coal and Coke, C L, minimum weight 24,000 lbs.-----	R
Corn, in shucks, C L, minimum weight 24,000 lbs., 20 per cent less than class.-----	D
Cottonseed Meal, C L, minimum weight 24,000 lbs.-----	Spcl.
Cottonseed Meats (decorticated or hulled cottonseed), 40 per cent higher than cottonseed.	
Cottonseed Meal, when accompanied by certificate of shipper or consignee that same will be used exclusively for fertilizing purposes. Fertilizer rate.	
Crates, Egg, returned empty-----	3
Drain Tile, C L, minimum weight 24,000 lbs.-----	L
Fertilizers, C L, minimum weight 24,000 lbs.-----	K
Fertilizer, L C L, 20 per cent higher than C L, minimum rate 5 per cent per cwt.	
Grain, Hay and Millstuff, mixed C L, minimum weight 24,000 lbs.-----	D
Granite. See Marble.	

MOBILE & OHIO RAILROAD.

ARTICLES.	Class.
Gravel, C L, minimum weight 24,000 lbs.....	M
Hay, Grain and Millstuff, mixed C L, minimum weight 24,000 lbs.....	D
Heading. See Staves.	
Hoofs and Horns, C L, minimum weight 24,000 lbs.....	L
Hoop Poles, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Ice, in sacks, L C L, rel. and prepaid or guaranteed.....	6
Ice, C L, minimum weight 24,000 lbs.....	L
Iron: Bridge, Pig, Railroad, Spikes, Chairs, Frogs and Track Fastenings, C L, minimum weight 24,000 lbs.....	L
Iron, scrap, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Laths, C L, minimum weight 24,000 lbs.....	L
Laths, in bundles, L C L, O R, 20 per cent higher than C L.	
Lime, in casks or barrels, C L, minimum weight 24,000 lbs..	R
Lime, in casks or barrels, L C L, 175 per cent of carload rate.	
Live Stock, C L, except race horses, not to exceed 20,000 lbs., to be fed by owner at his expense, and to be released as per contract to be executed by shipper and authorized agent of the company.....	Spcl.
Race Horses, C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses in carloads, not exceeding three attendants, at their own risk, to accompany each car; additional attendants at their own risk in same car, to be charged for by purchasing ticket at Passenger Tariff rates.	
Live Stock, in double deck cars. See Note 5.	
Live Stock, in double decked or tiered cars, 50 per cent higher than in single decked cars. Cars must be double decked at expense and risk of owner, and without injury to the car. Bills of lading must be stamped "owner's risk of loss or damage account of double decking." See Note 5.	
Live Stock, in mixed C L. The rate on the highest rated stock will be charged on the entire shipment.	
Live Stock, except race horses, L C L, to be fed by owner at his expense, and to be released as per contract; weights estimated as follows, until the amount charged shall equal the carload rates:	
LIVE STOCK—Estimated weights—	
One Horse or Mule.....2,000 lbs.....	3
Two Horses or Mules.....3,500 lbs.....	3
Each additional Horse or Mule.....1,000 lbs.....	3
Cattle, L C L. See Note 6.	
Mare and Colt together, 2,500 lbs.....	3
Stallions, Jacks and Bulls, 2,500 lbs. each.....	3
Yearling Stallion, valuation limited to \$25, 1,600 lbs. each.....	3
Calves and Sheep, boxed, actual weight, but not less than 175 lbs. each.....	1
Colts, under one year old, 500 lbs. each.....	1
Lambs and Pigs, boxed, actual weight, but not less than 75 lbs. each.....	1

MOBILE & OHIO RAILROAD.

ARTICLES.	Class.
Hogs for market, boxed, 350 lbs. each.....	2
Stock Hogs, boxed, 125 lbs. each.....	1
Live Stock, not released, double the foregoing rates.	
Race Horses, L C L, released by contract, valuation limited, not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.	
RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.	
One, two or three cars of stock will entitle the owner or drover to pass free on the train with the animals, to take care of them.	
Four to six cars, inclusive, belonging to one owner, two men in charge, which is the maximum number that will be passed for one owner.	
All persons thus passed are at their own risk of personal injury, from any cause whatever, and the Company will not be responsible for any loss of their personal effects.	
Attendants will not be passed free unless they accompany the stock on the same train.	
Logs, C L, minimum weight 24,000 lbs.....	M
Lumber, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Machinery returned for repairs. See Agricultural imple- ments.	
Marble, Granite and Stone, rough, C L, released, minimum weight 24,000 lbs.....	L
Marble, Granite and Stone, dressed, except gravestones and monuments, C L, released, minimum weight 24,000 lbs.....	D
Meat, Bacon and Hams, in sacks.....	B
Melons, prepaid or freight guaranteed, C L, minimum weight 24,000 lbs.....	1/2 of 5
Same, packed, released, prepaid or freight guaranteed, L C L.....	6
Merry-Go-Rounds, or Flying Dutchmen, minimum weight 20,000 lbs.....	6
Millstuff, Hay and Grain, mixed, C L, minimum weight 24,000 lbs.....	D
Oil, coal or its products, in cans, boxed, C L, released.....	6
Ores, copper and iron, C L, minimum weight 24,000 lbs.....	L
Pipe, sewer, C L, minimum weight 24,000 lbs.....	L
Plow Handles, unfinished and rough, C L, minimum weight 24,000 lbs., 20 per cent higher than.....	L
Poultry, live, C L, released, same as horses and mules, C L.	
Powder. See Note 4.	
Roofing Slate, C L, minimum weight 24,000 lbs.....	L
Roofing Felt, C L, minimum weight 24,000 lbs.....	L
Salt, in sacks or barrels, C L, minimum weight 20,000 lbs.....	R
Salt, except table, in barrels or sacks, L C L, 5 cents per 100 lbs. higher than C L.	
Sand, C L, minimum weight 24,000 lbs.....	M
Sawdust, C L, minimum weight 24,000 lbs.....	M

MOBILE & OHIO RAILROAD.

ARTICLES.	Class.
Saw Mills, C L, minimum weight 24,000 lbs.....	½ of 5
Shingles, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Shooks, C L, minimum weight 24,000 lbs.....	L
Spokes, C L, minimum weight 24,000 lbs.....	L
Staves and Heading, C L, minimum weight 24,000 lbs.....	L
Stills, copper, C L, minimum weight 20,000 lbs.....	6
Stone. See Marble.	
Sulphur, for manufacture of fertilizers, C L, minimum weight 24,000 lbs.....	K
Tar (other than coal), C L, minimum weight 24,000 lbs.....	L
Tar, coal, minimum weight 24,000 lbs.....	L
Timber, hewn, C L, minimum weight 24,000 lbs.....	L
Tombstones and Bases must be prepaid.	
Turpentine, crude or spirits, L C L.....	4
Vehicle Material, wood, hubs, spokes, shafts, bows, felloes, singletrees, etc., unfinished, C L, minimum weight 24,000 lbs.....	L
Woodenware, C L, minimum weight 20,000 lbs.....	5
Wood, in shape for building purposes, such as mouldings, brackets, banisters, etc., L C L (applies only on business between local stations).....	6
Wood, in the rough, stave bolts, axe handle and whip stock material, C L, minimum weight 24,000 lbs.....	R
Wood, fire, C L, minimum weight 24,000 lbs.....	M

NOTE 1.—MINIMUM CHARGE.—On small shipments M. & O. charges will be assessed on actual weight at the class rate, with a minimum of 25 cents for a single shipment.

NOTE 2.—Shipments of butter and cheese in less than carload lots will not be transported in refrigerator cars.

NOTE 3.—All carload freight shall be subject to a minimum charge for trackage and rental of \$1 per car for each twenty-four hours detention or fractional part thereof, after the expiration of forty-eight hours from its arrival at destination, Sundays and legal holidays excepted. The above does not govern where Car Service Association rules are in force.

NOTE 4.—POWDER.—No single shipment will be taken for less than 50 cents and not to be considered part of shipment of other articles.

NOTE 5.—On shipments of Live Stock between points entirely within the State of Mississippi the shipper may have the privilege of shipping different kinds of live stock when separated by gates, bars or partitions; or may also have the privilege of putting in upper decks at his own expense and without injury to the car. Shippers loading in the above described manner assume all responsibility for damage that may occur by reason of stock being so loaded.

NOTE 6.—Estimated weight (Cattle, not crated): One cow, 1,600 lbs.; two cows, 2,800 lbs.; each additional cow, 800 lbs.; yearling cattle, actual weight, but not less than 1,000 lbs.; bull calf, value limited to \$25, 1,600 lbs.; cow and calf together, 1,800 lbs. Cattle not released double the foregoing rates.

MOBILE & OHIO RAILROAD.

DISTANCES BETWEEN		Corinth, Miss.	Tupelo, Miss.	Aberdeen, Miss.	West Point, Miss.	Columbus, Miss.	Starkville, Miss.	Meridian, Miss.
Corinth.....	Miss.	---	50	97	96	124	121	194
*Alcorn.....	Miss.	6	44	90	90	118	115	188
Rienzi.....	Miss.	12	38	84	84	112	109	182
*Thrashers.....	Miss.	15	34	81	81	108	105	179
Booneville.....	Miss.	20	29	76	76	103	100	174
Wheelers.....	Miss.	26	23	70	70	97	94	168
Baldwyn.....	Miss.	31	18	65	65	92	89	162
Guntown.....	Miss.	37	13	60	60	87	84	157
Saltillo.....	Miss.	41	8	55	55	82	79	153
Tupelo.....	Miss.	50	---	47	47	74	71	144
Verona.....	Miss.	54	5	42	42	70	67	140
Shannon.....	Miss.	60	10	37	37	64	61	134
Okolona.....	Miss.	67	18	29	29	56	53	127
Egypt.....	Miss.	75	25	22	21	49	46	119
Gibson.....	Miss.	79	30	17	17	44	41	115
Prairie.....	Miss.	83	34	13	13	41	38	111
Aberdeen.....	Miss.	97	47	---	18	45	42	115
Howards.....	Miss.	93	43	4	14	41	38	111
*Sykes.....	Miss.	90	41	6	12	39	36	109
*Terrells.....	Miss.	89	40	7	11	38	35	108
*Rodgers.....	Miss.	88	39	8	10	37	34	107
Muldon.....	Miss.	88	38	9	9	36	33	106
West Point.....	Miss.	95	47	18	---	27	24	98
Tibbee.....	Miss.	102	52	23	6	22	19	92
Mayhew.....	Miss.	105	55	26	8	19	16	89
Starkville.....	Miss.	121	71	42	24	25	---	95
A. & M. College.....	Miss.	119	70	41	23	24	1	94
Sessums.....	Miss.	114	64	35	18	18	7	89
McCrary.....	Miss.	133	83	54	36	9	34	107
Columbus.....	Miss.	124	74	45	27	---	25	98
*McIntyre.....	Miss.	119	69	40	22	5	20	93
Bentoak.....	Miss.	116	66	37	19	8	17	90
*Billups.....	Miss.	113	63	34	16	11	14	87
Artesia.....	Miss.	110	60	31	13	14	11	84
Penn.....	Miss.	114	64	36	18	18	15	80
Crawford.....	Miss.	118	68	39	21	22	19	76
Brooksville.....	Miss.	123	73	44	26	27	24	71
Macon.....	Miss.	131	81	53	35	35	32	63
Shuqulak.....	Miss.	141	91	62	44	45	42	53
Wahalak.....	Miss.	146	97	68	50	51	48	48
Scooba.....	Miss.	153	103	74	56	57	54	41
Sucarnochee.....	Miss.	160	110	81	64	64	61	34
Porterville.....	Miss.	163	113	84	67	67	64	31
Enondale.....	Miss.	167	117	88	70	71	68	27
*Tamola.....	Miss.	170	121	92	74	75	72	24
Lauderdale.....	Miss.	176	126	97	79	80	77	18
Lockhart.....	Miss.	182	132	104	86	86	83	12
*Topton.....	Miss.	184	135	106	88	89	86	10

MOBILE & OHIO RAILROAD.

DISTANCES BETWEEN	Corinth, Miss.	Tupelo, Miss.	Aberdeen, Miss.	West Point, Miss.	Columbus, Miss.	Starkville, Miss.	Meridian, Miss.
Marion.....Miss.	189	139	110	92	93	90	5
Meridian.....Miss.	194	144	115	98	98	95	---
*Okatibbee.....Miss.	199	149	120	103	103	100	5
Basic City.....Miss.	205	155	126	109	109	106	11
*Meyerhoff Springs.....Miss.	206	156	127	110	110	107	12
Enterprise.....Miss.	209	159	130	112	113	110	15
Stonewall.....Miss.	212	163	134	116	117	114	18
Quitman.....Miss.	220	170	141	123	124	121	26
*Archusa Springs.....Miss.	221	171	142	124	125	122	27
DeSoto.....Miss.	224	175	146	128	129	126	31
Shubuta.....Miss.	232	183	154	136	137	134	39
*Bishops.....Miss.	239	189	160	143	143	140	45
Boice.....Miss.	241	191	162	144	145	142	47
*Woodwards.....Miss.	245	195	166	148	149	146	51
Waynesboro.....Miss.	246	197	168	150	151	148	53
Winchester.....Miss.	251	202	173	155	156	153	58
Chicora.....Miss.	253	204	175	157	158	155	60
Buckatunna.....Miss.	258	208	180	162	162	159	64
*Smiths.....Miss.	261	211	182	165	165	162	67
*Magnolia Springs.....Miss.	262	212	183	166	166	163	68
*Hoods.....Miss.	264	214	185	167	168	165	70
State Line.....Miss.	266	217	188	170	171	168	72

*Prepay Stations.

MOBILE & OHIO RAILROAD.

ST. LOUIS, MO., July 5, 1905.

MR. T. R. MAXWELL,

Secretary Mississippi Railroad Commission.

DEAR SIR:—Referring to your letter of recent date to Col. E. L. Russell, asking for certain information in connection with a map the Mississippi Railroad Commission desire to issue, I beg to hand you herewith a statement giving the information requested.

The Mobile & Ohio Railroad Co. has constructed no branch lines in the State of Mississippi since the issuance of your map in 1903.

Yours truly,

R. V. TAYLOR,

General Manager.

STATEMENT OF INFORMATION DESIRED BY MISSISSIPPI RAILROAD COMMISSION.

Station.	Character of Station.	Distance Between Stations.
State Line	Stop	0.0
Buckatunna	Stop	8.1
Robinson Junction	Flag	3.1
Winchester	Flag	3.5
Waynesboro	Stop	5.1
Boice	Flag	5.6
Shubuta	Stop	8.3
De Soto	Stop	8.0
Quitman	Stop	4.8
Stonewall	Flag	7.4
Enterprise	Stop	3.5
Okatibbee	Flag	9.8
Meridian	Stop	5.1
Marion	Flag	5.1
Topton	Flag	5.3
Lockhart	Flag	1.4
Lauderdale	Stop	6.5
Tamola	Flag	5.2
Narkeeta	Flag	5.2
Porterville	Flag	2.3
Sucarnochee	Flag	2.9
Scooba	Stop	7.3
Wahalak	Flag	6.3
Shuqulak	Stop	5.7
Macon	Stop	9.6
Brooksville	Stop	8.2
Crawford	Stop	5.1
Artesia	Stop	8.1
Mayhew	Flag	5.0
Tibbee	Flag	2.8
West Point	Stop	5.5
Muldon	Stop	8.8
Prairie	Flag	4.4
Egypt	Flag	8.1
Okolona	Stop	7.6
Shannon	Stop	7.8
Verona	Stop	5.4
Tupelo	Stop	4.5
Saltillo	Flag	8.3
Guntown	Stop	4.8
Baldwyn	Stop	5.1
Whealers	Flag	5.2
Booneville	Stop	6.0
Thrasher	Flag	5.7
Rienzi	Flag	2.4
Alcorn	Flag	6.0
Corinth	Stop	6.1

STATEMENT OF INFORMATION DESIRED BY MISSISSIPPI
RAILROAD COMMISSION—Continued.

Station.	Character of Station.	Distance Between Stations.
STARKVILLE BRANCH.		
Starkville.....	Stop.....	0.0
A. & M. College.....	Flag.....	1.5
Sessums.....	Flag.....	5.2
Artesia.....	Stop.....	4.3
ABERDEEN BRANCH.		
Muldon.....	Stop.....	0.0
Sykes.....	Flag.....	2.9
Aberdeen.....	Stop.....	6.1
OKOLONA BRANCH (SOU. RY.).		
Okolona.....	Stop.....	0.0
Bacon.....	Stop.....	6.0
Van Vleet.....	Stop.....	4.0
Carters.....	Stop.....	5.0
Houston.....	Stop.....	5.0
Hall.....	Flag.....	4.0
Vardaman.....	Stop.....	6.0
COLUMBUS BRANCH.		
Artesia.....	Stop.....	0.0
Bentoak.....	Flag.....	6.0
McIntyre.....	Flag.....	3.0
Columbus.....	Stop.....	5.0
MONTGOMERY DISTRICT.		
Columbus.....	Stop.....	0.0
McCrary.....	Flag.....	8.7

	<i>Miles.</i>
Main Line Mileage (Alabama and Mississippi State Line to Mississippi and Tennessee State Line).....	272.26
Starkville Branch.....	11.00
Aberdeen Branch.....	9.00
Okolona Branch (Southern Railway).....	30.00
Columbus Branch.....	14.40
Montgomery Extension.....	8.41

MOBILE & OHIO RAILROAD CO.
OKOLONA BRANCH, SOUTHERN RAILWAY
(Mobile & Ohio R. R., Agent.)

DISTANCE TARIFF No. 563.

(Cancels Tariff No. 480.)

Issued May 18, 1905.

Effective May 20, 1905.

Applying on Traffic in the
STATE OF MISSISSIPPI.

As Approved and Adopted by the R. R. Commission of Mississippi.
To be used only between Stations in Mississippi, that is, between
State Line and Corinth, and intermediate points, and between
above Stations and Stations on Okolona Branch of Southern
Railway, Okolona to Vardaman, inclusive.

Rates named herein will not apply on interstate traffic, that is, on
freight shipped from or destined to points outside the State of
Mississippi.

AGENTS WILL POST THIS TARIFF AS REQUIRED BY LAW.

Governed by Mobile & Ohio Railroad Classification No. 116, or
subsequent issues. (Reissue of Southern Classification. With
exceptions shown on page 4 of Tariff.)

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.								
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.
5 miles and under.....	24	22	13	13	9	8	10	11	9
10 miles and over 5.....	29	27	16	16	11	9	10	13	9
15 miles and over 10.....	33	29	20	20	14	12	11	14	10
20 miles and over 15.....	35	33	22	22	16	14	12	15	11
25 miles and over 20.....	38	36	24	24	18	16	13	15	11½
30 miles and over 25.....	41	38	26	26	19	17	13	16	12
35 miles and over 30.....	43	40	28	28	20	18	14	17	12½
40 miles and over 35.....	46	42	30	30	21	19	14	17	13
45 miles and over 40.....	49	44	31	31	22	20	15	18	13½
50 miles and over 45.....	51	45	33	32	23	21	15	19	14
55 miles and over 50.....	53	46	34	33	24	22	16	21	16
60 miles and over 55.....	53	46	34	33	25	22	16	23	18
65 miles and over 60.....	55	47	35	33	26	22	16	25	20
70 miles and over 65.....	55	47	35	33	27	22	17	27	22
75 miles and over 70.....	57	48	37	35	28	23	17	29	23½
80 miles and over 75.....	57	48	37	35	29	23	17	29	24
85 miles and over 80.....	58	48	38	35	29	24	18	29	24
90 miles and over 85.....	58	48	38	35	29	24	18	29	24
95 miles and over 90.....	60	49	39	36	30	25	18	30	24½
100 miles and over 95.....	60	50	39	36	30	25	19	30	25
105 miles and over 100.....	62	52	41	39	32	26	19	31	25½
110 miles and over 105.....	62	52	41	39	33	26	19	31	25½
115 miles and over 110.....	64	54	42	40	35	26	19	32	26
120 miles and over 115.....	64	54	42	40	35	26	19	32	26
125 miles and over 120.....	66	56	43	41	36	27	20	33	26½
130 miles and over 125.....	66	56	43	41	36	27	20	33	26½
135 miles and over 130.....	68	57	44	42	37	28	20	34	27
140 miles and over 135.....	68	57	44	42	37	28	20	34	27
145 miles and over 140.....	70	59	46	43	38	29	20	35	27½
150 miles and over 145.....	70	59	46	43	38	29	20	35	27½
155 miles and over 150.....	72	61	48	45	39	30	22	36	28
160 miles and over 155.....	72	61	48	45	39	30	22	36	28

MOBILE & OHIO RAILROAD.

PER 100 POUNDS			PER BBL.	PER 100 POUNDS				PER COTTON SEED. Carload min. wt. 30,000 lbs., except where capacity of car is less.	PER BALE	COTTON SEED FOR PLANTING, L C L.	PER 100 POUNDS
Class D.	Class E.	Class H.		Class F.	CARLOADS 24,000 LBS. MIN.						
Class K.	Class L.	Class M.	Class R.					Cotton.			
5	12	15	18	3	3	2	3	4	60	5	11
5	13	18	18	4	3	2	3	4	60	5	13
6	15	21	20	4	4	3	4	5	60	6	16
7	17	23	22	5	4	3	4	5	80	7	18
8	19	25	23	5	5	3	5	5	90	7	20
8	20	27	24	5	5	4	5	6	100	8	21
9	21	29	25	5	6	4	6	6	110	9	23
9	22	31	26	6	6	4	6	6	125	9	25
9	23	31	27	6	6	4	6	7	135	9	26
9	24	35	28	6	6	5	6	7	140	9	27
10	25	36	32	6	7	5	7	8	145	9	28
10	25	36	36	6	7	5	7	8	150	10	28
10	26	37	40	6	7	5	7	8	150	10	29
11	26	37	44	6	7	5	7	8	150	10	29
11	27	38	47	6	8	5	7	8	150	10	31
11	27	38	48	6	8	5	7	8	150	10	31
12	27	38	48	6	8	6	8	8	150	11	32
12	27	38	48	7	8	6	8	8	155	11	32
12	28	39	49	7	9	6	8	8	155	11	33
13	28	39	50	7	9	6	8	8	155	11	33
13	29	41	51	7	9	6	8	9	155	12	34
13	29	41	51	7	9	6	8	9	155	12	34
13	29	42	52	7	9	6	8	9	160	12	35
13	29	42	52	7	9	6	9	9	160	12	35
14	31	43	53	7	9	6	9	9	165	12	36
14	31	43	53	7	9	6	9	9	165	12	36
14	32	44	54	7	9	6	9	9	175	12	37
14	32	44	54	7	9	6	9	9	175	12	37
14	33	46	55	8	9	6	9	10	180	13	38
14	33	46	55	8	9	6	9	10	180	13	38
15	34	48	56	8	9	6	9	11	190	13	39
15	34	48	56	8	9	7	9	11	190	13	39

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.								
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.
165 miles and over 160.....	74	62	49	46	40	31	22	37	28½
170 miles and over 165.....	74	62	49	46	40	31	22	37	28½
175 miles and over 170.....	75	63	50	47	40	31	22	37	28½
180 miles and over 175.....	75	63	50	47	40	31	24	38	29
185 miles and over 180.....	76	64	50	47	40	32	24	38	29
190 miles and over 185.....	76	64	50	47	40	32	24	38	29
195 miles and over 190.....	77	65	51	47	40	32	24	38	29
200 miles and over 195.....	77	65	51	47	40	32	24	38	29
205 miles and over 200.....	77	65	56	48	40	35	27	39	29
210 miles and over 205.....	78	66	57	48	41	35	27	39	29½
215 miles and over 210.....	78	66	57	48	41	35	27	39	29½
220 miles and over 215.....	79	66	57	48	41	36	27	39	29½
225 miles and over 220.....	79	67	58	48	41	36	27	40	29½
230 miles and over 225.....	79	67	58	49	41	36	27	40	29½
235 miles and over 230.....	80	67	58	49	42	36	27	40	30
240 miles and over 235.....	80	68	58	49	42	36	27	40	30
245 miles and over 240.....	80	68	58	49	42	36	27	40	30
250 miles and over 245.....	81	68	59	49	42	37	27	40	30
255 miles and over 250.....	81	68	59	49	42	37	29	41	30
260 miles and over 255.....	82	69	59	50	43	37	29	41	30
265 miles and over 260.....	82	69	59	50	43	37	29	41	30½
270 miles and over 265.....	82	69	60	50	43	37	29	41	30½

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE & OHIO RAILROAD.

PER 100 POUNDS			PER BBL.	PER 100 POUNDS						PER BALE	PER 100 POUNDS	
Class D.	Class E.	Class H.		CAR LOADS 24,000 LBS. MIN.				Cotton Seed. Carload min. wt. 30,000 lbs., except where capacity of car is less.	Cotton.		Cotton Seed for Planting, L C L.	CATTLE, L C L To be fed by owner at his expense and to be released as per contract, valuation limited to not exceeding \$100 for each animal CRATED — Actual weight. NOT CRATED—Estimated weight (See Note 6).
			Class F.	Class K.	Class L.	Class M.	Class R.					
15	35	49	57	8	9	7	9	11	190	13	40	
15	35	49	57	8	9	7	9	11	190	13	40	
15	35	50	57	8	10	7	9	11	190	13	41	
16	35	50	58	8	10	7	10	11	190	14	41	
16	36	50	58	8	10	7	10	11	190	14	42	
16	36	50	58	8	10	7	10	11	190	14	42	
16	36	51	58	8	11	7	10	11	190	14	43	
16	36	51	58	8	11	7	10	11	190	14	43	
17	37	51	58	8	11	7	10	12	190	15	43	
17	37	51	59	9	11	7	10	12	190	15	43	
17	37	52	59	9	12	7	10	12	225	15	44	
17	37	52	59	9	12	7	10	12	225	15	44	
17	38	52	59	9	12	7	10	12	225	15	44	
17	38	52	59	9	12	8	10	12	225	15	44	
17	38	53	60	9	13	8	10	12	225	15	45	
17	38	53	60	9	13	8	10	12	225	15	45	
17	39	54	60	9	13	8	11	12	225	15	45	
17	39	54	60	9	13	8	11	12	225	15	45	
17	39	54	60	9	13	8	11	12	225	15	45	
17	39	54	60	9	14	8	11	12	225	15	45	
17	39	54	61	9	14	8	11	12	225	15	46	
17	39	54	61	9	14	8	11	12	225	15	46	

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents, per 100 pounds.

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.						
	When shipped direct from factories on M. & O. R. R. or Okolona Br. of Sou Ry.		When accompanied by certificate from shipper or owner that same was grown within the State of Mississippi.		Earthenware and Stoneware, loose, rel., when shipped direct from factories on M. & O. R. R. or Okolona Br. of So. Ry.		
	CANNED GOODS.		CORN.		HAY.		
	C L 24, 000	L C L	C L	L C L	C L	L C L	C L
5 miles and under	8	10	4	6	3½	8	
10 miles and over 5	9	12	4	7	3½	14	
15 miles and over 10	10	15	5	9	9	18	
20 miles and over 15	12	16	5	10	9	22	
25 miles and over 20	14	18	6	12	10½	28	
30 miles and over 25	15	19	7	13	10½	28	
35 miles and over 30	16	20	8	14	11	32	
40 miles and over 35	17	21	8	15	11	32	
45 miles and over 40	18	22	8	16	12	36	
50 miles and over 45	18	23	8	16	12	36	
55 miles and over 50	19	24	9	17	13	38	
60 miles and over 55	20	25	9	17	13	38	
65 miles and over 60	21	25	10	18	14	41	
70 miles and over 65	20	25	10	18	14	41	
75 miles and over 70	20	25	11	19	15	43	
80 miles and over 75	20	25	11	19	15	43	
85 miles and over 80	20	25	12	20	15	45	
90 miles and over 85	20	25	12	20	15	45	
95 miles and over 90	20	25	12	20	16	48	
100 miles and over 95	20	25	12	20	16	48	
105 miles and over 100	25	30	13	20	17½	52	
110 miles and over 105	25	30	13	20	17½	52	
115 miles and over 110	25	30	13	20	17½	52	
120 miles and over 115	25	30	13	20	17½	52	
125 miles and over 120	25	30	13	20	19	56	
130 miles and over 125	25	30	13	20	19	56	
135 miles and over 130	25	30	13	20	19	56	
140 miles and over 135	25	30	13	20	19	56	
145 miles and over 140	25	30	14	22	19½	58	
150 miles and over 145	25	30	14	22	19½	58	
155 miles and over 150	25	30	14	22	20	60	
160 miles and over 155	25	30	14	22	20	60	

MOBILE & OHIO RAILROAD.

PER ONE HUNDRED POUNDS.							IN DOLLARS AND CENTS PER CAR.	
Fruit Trees and Shrubbery, boxed or baled, rel. and prepaid, when shipped direct from nurseries on M. & O. R. R. or Okolona Br. of Sou. Ry.	Staves and Hoop Poles, C L min. wt. 24,000 lbs.	Lumber, Lath and Shingles, C L min. weight 24,000 lbs.		Brick, C L minimum weight 40,000 lbs.		Fertilizer, C L minimum weight 24,000 lbs.	LIVE STOCK, REL. (See Note 5.)	
		C L	L C L	C L	L C L		Horses and Mules.	Cattle, Hogs and Sheep, S D.
12	3	3	4½	2	3	3	\$10 00	\$ 8 00
12	3	3	4½	2	3	3½	12 00	8 00
12	3½	3	4½	2½	3½	3½	15 00	10 00
20	3½	3½	5½	2½	3½	3½	15 00	12 00
25	3½	3½	5½	3	4½	3½	18 00	13 00
25	4	3½	5½	3	4½	3½	18 00	14 00
29	4½	4	6	3	4½	3½	21 00	15 00
29	4½	4	6	3	4½	3½	21 00	16 00
32	4½	4	6	3	4½	3½	22 00	17 00
32	5	4½	6½	3	4½	3½	22 00	17 00
34	5½	4½	6½	4	6	3½	24 00	18 00
34	5½	4½	6½	4	6	3½	24 00	19 00
36	5½	5	7½	4	6	3½	26 00	20 00
36	6	5	7½	4	6	3½	26 00	21 00
37	6	5	7½	4	6	4	27 00	22 00
37	6½	5½	8½	4	6	4	27 00	23 00
39	6½	5½	8½	4	6	4½	28 00	24 00
39	7	5½	8½	4	6	4½	28 00	24 00
41	7	5½	8½	4	6	5	29 00	24 00
41	7½	6	9	4½	6½	5	29 00	24 00
43	7½	6	9	4½	6½	5½	30 00	25 00
43	7½	6	9	4½	6½	5½	30 00	25 00
44	7½	6	9	4½	6½	6	31 00	25 00
44	7½	6	9	4½	6½	6	31 00	25 00
46	8	6	9	4½	6½	6½	32 00	25 00
46	8	7	10½	4½	6½	6½	32 00	25 00
47	8½	7	10½	4½	6½	7	33 00	26 00
47	8½	7	10½	4½	6½	7	33 00	26 00
49	8½	7	10½	4½	6½	7½	34 00	26 00
49	8½	7	10½	5	7½	7½	34 00	26 00
51	8½	7½	11½	5	7½	8	35 00	27 00
51	8½	7½	11½	5	7½	8	35 00	27 00

MOBILE & OHIO RAILROAD.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.					
	When shipped direct from factories on M. & O. R. R. or Okolona Br. of Sou. Ry.		When accompanied by certificate from shipper or owner that same was grown within the State of Mississippi.		Earthenware and Stoneware, loose, rel., when shipped direct from factories on M. & O. R. R. or Okolona Br. of So. Ry.	
	CANNED GOODS.		CORN.		HAY.	
	C L 24, 000	L C L	C L	L C L	C L	L C L
165 miles and over 160.....	25	30	14	23	20½	61
170 miles and over 165.....	25	30	14	23	20½	61
175 miles and over 170.....	25	30	14	23	21	63
180 miles and over 175.....	25	30	14	23	21	63
185 miles and over 180.....	25	30	15	24	22	64
190 miles and over 185.....	25	30	15	24	22	64
195 miles and over 190.....	25	30	15	24	22½	65
200 miles and over 195.....	25	30	15	24	22½	65
205 miles and over 200.....	28	33	15	24	23	66
210 miles and over 205.....	28	33	15	24	23	66
215 miles and over 210.....	28	33	15	24	23½	66
220 miles and over 215.....	28	33	15	24	23½	66
225 miles and over 220.....	28	33	15	24	24	67
230 miles and over 225.....	28	33	15	25	24	67
235 miles and over 230.....	28	33	15	25	24½	68
240 miles and over 235.....	28	33	15	25	24½	68
245 miles and over 240.....	28	33	15	25	25	68
250 miles and over 245.....	28	33	15	25	25	68
255 miles and over 250.....	28	33	15	25	25½	69
260 miles and over 255.....	28	33	15	25	25½	69
265 miles and over 260.....	28	33	15	25	25½	69
270 miles and over 265.....	28	33	15	25	25½	69

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE & OHIO RAILROAD.

PER ONE HUNDRED POUNDS.							IN DOLLARS AND CENTS PER CAR.	
Fruit Trees and Shrubbery, boxed or baled, rel. and prepaid, when shipped direct from nurseries on M. & O. R. R. or Okolona Br. of Sou. Ry.	Staves and Hoop Poles, C L min. wt. 24,000 lbs.	Lumber, Lath and Shingles, C L min. weight 24,000 lbs.		Brick, C L minimum weight 40,000 lbs.		Fertilizer, C L minimum weight 24,000 lbs.	LIVE STOCK, REL. (See Note 5.)	
		C L	L C L	C L	L C L		Horses and Mules.	Cattle, Hogs and Sheep, S D.
52	9	7½	11¼	5	7½	8	36 00	27 00
52	9	7½	11¼	5	7½	8	36 00	27 00
53	9½	7½	11¼	5	7½	8	36 00	27 00
53	9½	8	12	6	9	8	36 00	29 00
55	9½	8	12	6	9	8	37 00	29 00
55	9½	8	12	6	9	8	37 00	29 00
56	10	8	12	6	9	8	37 00	29 00
56	10	8	12	6	9	8	37 00	29 00
57	10	8½	12¾	6½	9¾	8	38 00	31 00
57	10	8½	12¾	6½	9¾	8	38 00	31 00
59	10½	8½	12¾	6½	9¾	8	40 00	31 00
59	10½	8½	12¾	6½	9¾	8	40 00	31 00
60	10½	8½	12¾	6½	9¾	8	42 00	31 00
60	10½	8½	12¾	6½	9¾	8	42 00	31 00
61	11	8½	12¾	6½	9¾	8	44 00	31 00
61	11	8½	12¾	6½	9¾	8	44 00	31 00
62	11	8½	12¾	6½	9¾	8	46 00	31 00
62	11	8½	12¾	6½	9¾	8	46 00	31 00
64	11½	9	13½	7	10½	8	46 00	33 00
64	11½	9	13½	7	10½	8	46 00	33 00
64	11½	9	13½	7	10½	8	48 00	33 00
64	11½	9	13½	7	10½	8	48 00	33 00

Maximum rate on native corn and hay, car lots, in Mississippi,
15 cents per 100 pounds.

MOBILE & OHIO RAILROAD.

Continuous mileage rates will apply on traffic moving between points on the Mobile & Ohio R. R. and the Okolona Branch of the Southern Ry. having origin, destination and entire transportation within the State of Mississippi. To arrive at distances between Mobile & Ohio R. R. stations and stations on the Okolona Branch of the Southern Ry. add the mileage of the Okolona Branch of the Southern Ry. beyond Okolona to the mileage of the Mobile & Ohio R. R.

The following exceptions to classification must be used in connection with rates named in this tariff:

ARTICLES.	Class.
Agricultural Implements and Machinery, when forwarded for repairs, will be returned at owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding and full tariff rate paid, provided said shipments are returned within 60 days from date of forwarding for repairs, otherwise full tariff rates will be charged. Said freight bill must be attached to waybill.	
Bark, Tan, C L, minimum weight 24,000 lbs.-----	L
Barrels, empty, L C L, viz.: Cider, oil, molasses, vinegar and whiskey-----	4
Barrel Material. See Box Material.	
Bones and Bone Dust, C L, minimum weight 24,000 lbs.---	K
Same packed, L C L, 25 per cent higher than C L.	
Boxes (except cracker), returned empty-----	3
Boxes, N O S in the classification, returned empty-----	3
Boxes, empty, N O S in the classification, C L, minimum weight 10,000 lbs.-----	6
Box and Barrel Material, C L, minimum weight 24,000 lbs.---	L
Same, L C L, 5 cts. per cwt. higher than C L.	
BUILDING MATERIAL—Consisting of Lumber, Lime, Cement, Plaster, Sand, Brick, Laths and Shingles, in mixed carloads, minimum weight 24,000 lbs., will be charged for at the highest carload rate on either or any article named. Shipments to be loaded and unloaded by the owners.	
Brick, common and fire, C L, minimum weight 24,000 lbs.---	L
Brick, L C L, 175 per cent of C L.	
Cans, empty, except parts of cotton mill machinery, in bulk, C L, minimum weight 12,000 lbs.-----	4
Cement, in barrels, C L, minimum weight 24,000 lbs.-----	L
Cement, in barrels, L C L, 175 per cent of carload rate.	
Charcoal, C L, minimum weight 24,000 lbs.-----	R
Clay, common and fire, C L, minimum weight 24,000 lbs.---	K
Coal and Coke, C L, minimum weight 24,000 lbs.-----	R
Corn, in shucks, C L, minimum weight 24,000 lbs., 20 per cent less than class.-----	D
Cottonseed Meal, C L, minimum weight 24,000 lbs.-----	Spcl.
Cottonseed Meats (decorticated or hulled cottonseed), 40 per cent higher than cottonseed.	
Cottonseed Meal, when accompanied by certificate of shipper or consignee that same will be used exclusively for fertilizing purposes. Fertilizer rate.	
Crates, Egg, returned empty-----	3
Drain Tile, C L, minimum weight 24,000 lbs.-----	L
Fertilizers, C L, minimum weight 24,000 lbs.-----	K
Fertilizer, L C L, 20 per cent higher than C L., minimum rate 5 cents per cwt.	
Grain, Hay and Millstuff, mixed C L, minimum weight 24,000 lbs.-----	D
Granite. See Marble.	
Gravel, C L, minimum weight 24,000 lbs.-----	M
Hay, Grain and Millstuff, mixed C L, minimum weight 24,000 lbs.-----	D

ARTICLES.	Class.
Heading. See Staves.	
Hoofs and Horns, C L, minimum weight 24,000 lbs.-----	L
Hoop Poles, C L, minimum weight 24,000 lbs.-----	L
Same, L C L, 25 per cent higher than C L.	
Ice, in sacks, L C L, rel. and prepaid or guaranteed.-----	6
Ice, C L, minimum weight 24,000 lbs.-----	L
Iron: Bridge, Pig, Railroad, Spikes, Chairs, Frogs and Track Fastenings, C L, minimum weight 24,000 lbs.---	L
Iron, scrap, C L, minimum weight 24,000 lbs.-----	L
Same, L C L, 25 per cent higher than C L.	
Laths, C L, minimum weight 24,000 lbs.-----	L
Laths, in bundles, L C L, O R, 20 per cent higher than C L.	
Lime, in casks or barrels, C L, minimum weight 24,000 lbs.---	R
Lime, in casks or barrels, L C L, 175 per cent of carload rate.	
Live Stock, C L, except race horses, not to exceed 20,000 lbs., to be fed by owner at his expense, and to be released as per contract to be executed by shipper and authorized agent of the company.-----	Spcl.
Race Horses, C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses in carloads, not exceeding three attendants, at their own risk, to accompany each car; additional attendants at their own risk in same car, to be charged for by purchasing ticket at Passenger Tariff rates.	
Live Stock, in double deck cars. See Note 5.	
Live Stock, in double decked or tiered cars, 50 per cent higher than in single decked cars. Cars must be double decked at expense and risk of owner, and without injury to the car. Bills of lading must be stamped <i>"owner's risk of loss or damage account of double deck-</i> <i>ing."</i> See Note 5.	
Live Stock, in mixed C L. The rate on the highest rated stock will be charged on the entire shipment.	
Live Stock, except race horses, L C L, to be fed by owner at his expense, and to be released as per contract; weights estimated as follows, until the amount charged shall equal the carload rates:	
LIVE STOCK—Estimated weights—	
One Horse or Mule-----2,000 lbs.---	3
Two Horses or Mules-----3,500 lbs.---	3
Each additional Horse or Mule-----1,000 lbs.---	3
Cattle, L C L. See Note 6.	
Mare and Colt together, 2,500 lbs.-----	3
Stallions, Jacks and Bulls, 2,500 lbs. each.-----	3
Yearling Stallion, valuation limited to \$25, 1,600 lbs. each.---	3
Calves and Sheep, boxed, actual weight, but not less than 175 lbs. each.-----	1
Colts, under one year old, 500 lbs. each.-----	1
Lambs and Pigs, boxed, actual weight, but not less than 75 lbs. each.-----	1
Hogs for market, boxed, 350 lbs. each.-----	2
Stock Hogs, boxed, 125 lbs. each.-----	1
Live Stock, not released, double the foregoing rates.	
Race Horses, L C L, released by contract, valuation limited, not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.	

ARTICLES.	Class.
RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.	
One, two or three cars of stock will entitle the owner or drover to pass free on the train with the animals, to take care of them.	
Four to six cars, inclusive, belonging to one owner, two men in charge, which is the maximum number that will be passed for one owner.	
All persons thus passed are at their own risk of personal injury, from any cause whatever, and the Company will not be responsible for any loss of their personal effects.	
Attendants will not be passed free unless they accompany the stock on the same train.	
Logs, C L, minimum weight 24,000 lbs.....	M
Lumber, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Machinery returned for repairs. See Agricultural implements.	
Marble, Granite and Stone, rough, C L, released, minimum weight 24,000 lbs.....	L
Marble, Granite and Stone, dressed, except gravestones and monuments, C L, released, minimum weight 24,000 lbs.....	D
Meat, Bacon and Hams, in sacks.....	B
Melons, prepaid or freight guaranteed, C L, minimum weight 24,000 lbs.....	$\frac{1}{2}$ of 5
Same, packed, released, prepaid or freight guaranteed, L C L.....	6
Merry-Go-Rounds, or Flying Dutchmen, minimum weight 20,000 lbs.....	6
Millstuff, Hay and Grain, mixed, C L, minimum weight 24,000 lbs.....	D
Oil, coal or its products, in cans, boxed, C L, released.....	6
Ores, copper and iron, C L, minimum weight 24,000 lbs.....	L
Pipe, sewer, C L, minimum weight 24,000 lbs.....	L
Plow Handles, unfinished and rough, C L, minimum weight 24,000 lbs., 20 per cent higher than.....	L
Poultry, live, C L, released, same as horses and mules, C L.	
Powder. See Note 4.	
Roofing Slate, C L, minimum weight 24,000 lbs.....	L
Roofing Felt, C L, minimum weight 24,000 lbs.....	L
Salt, in sacks or barrels, C L, minimum weight 20,000 lbs.....	R
Salt, except table, in barrels or sacks, L C L, 5 cents per 100 lbs. higher than C L.	
Sand, C L, minimum weight 24,000 lbs.....	M
Sawdust, C L, minimum weight 24,000 lbs.....	M
Saw Mills, C L, minimum weight 24,000 lbs.....	$\frac{1}{2}$ of 5
Shingles, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Shooks, C L, minimum weight 24,000 lbs.....	L
Spokes, C L, minimum weight 24,000 lbs.....	L
Staves and Heading, C L, minimum weight 24,000 lbs.....	L
Stills, copper, C L, minimum weight 20,000 lbs.....	6

ARTICLES.	Class.
Stone. See Marble.	
Sulphur, for manufacture of fertilizers, C L, minimum weight 24,000 lbs.....	K
Tar (other than coal), C L, minimum weight 24,000 lbs.....	L
Tar, coal, minimum weight 24,000 lbs.....	L
Timber, hewn, C L, minimum weight 24,000 lbs.....	L
Tombstones and Bases must be prepaid.	
Turpentine, crude or spirits, L C L.....	4
Vehicle Material, wood, hubs, spokes, shafts, bows, felloes, singletrees, etc., unfinished, C L, minimum weight 24,000 lbs.....	L
Woodenware, C L, minimum weight 20,000 lbs.....	5
Wood, in shape for building purposes, such as mouldings, brackets, banisters, etc., L C L (applies only on business between local stations).....	6
Wood, in the rough, stave bolts, axe handle and whip stock material, C L, minimum weight 24,000 lbs.....	R
Wood, fire, C L, minimum weight 24,000 lbs.....	M

NOTE 1.—MINIMUM CHARGE.—On small shipments charges will be assessed on actual weight at the class rate, with a minimum of 25 cents for a single shipment.

NOTE 2.—Shipments of butter and cheese in less than carload lots will not be transported in refrigerator cars.

NOTE 3.—All carload freight shall be subject to a minimum charge for trackage and rental of \$1 per car for each twenty-four hours detention or fractional part thereof, after the expiration of forty-eight hours from its arrival at destination, Sundays and legal holidays excepted. The above does not govern where Car Service Association rules are in force.

NOTE 4.—POWDER.—No single shipment will be taken for less than 50 cents and not to be considered part of shipment of other articles.

NOTE 5.—On shipments of Live Stock between points entirely within the State of Mississippi the shipper may have the privilege of shipping different kinds of live stock when separated by gates, bars or partitions; or may also have the privilege of putting in upper decks at his own expense and without injury to the car. Shippers loading in the above described manner assume all responsibility for damage that may occur by reason of stock being so loaded.

NOTE 6.—Estimated weight (Cattle, not crated): One cow, 1,600 lbs.; two cows, 2,800 lbs.; each additional cow, 800 lbs.; yearling cattle, actual weight, but not less than 1,000 lbs.; bull calf, value limited to \$25, 1,600 lbs.; cow and calf together, 1,800 lbs. Cattle not released, double the foregoing rates.

DISTANCES BETWEEN		CORINTH, MISS.	TUPELO, MISS.
*Corinth	Miss		50
Alcorn	Miss	6	44
Rienzi	Miss	12	38
*Thrashers	Miss	15	34
Booneville	Miss	20	29
Wheeler	Miss	26	23
Baldwyn	Miss	31	18
Guntown	Miss	37	13
Saltillo	Miss	41	8
Tupelo	Miss	50	
Verona	Miss	54	5
Shannon	Miss	60	10
Okolona	Miss	67	18
Egypt	Miss	75	25
Gibson	Miss	79	30
Prairie	Miss	83	34
Aberdeen	Miss	97	47
Howards	Miss	93	43
*Sykes	Miss	90	41
*Terrells	Miss	89	40
*Rodgers	Miss	88	39
Muldon	Miss	88	38
West Point	Miss	96	47
Tibbee	Miss	102	52
Mayhew	Miss	105	55
Starkville	Miss	121	71
A. & M. College	Miss	119	70
Sessums	Miss	114	64
McCrary	Miss	133	83
Columbus	Miss	124	74
*McIntyre	Miss	119	69
Bentoak	Miss	116	66
*Billups	Miss	113	63
Artesia	Miss	110	60
Penn	Miss	114	64
Crawford	Miss	118	68
Brooksville	Miss	123	73
Macon	Miss	131	81
Shuqulak	Miss	141	91
Wahalak	Miss	146	97
Scooba	Miss	153	103
Sucarnochee	Miss	160	110
Porterville	Miss	163	113
Enondale	Miss	167	117
*Tamola	Miss	170	121

OKOLONA, MISS.	ABERDEEN, MISS.	WEST POINT, MISS.	COLUMBUS, MISS.	STARKVILLE, MISS.	MERIDIAN, MISS.
67	97	96	124	121	194
61	90	90	118	115	188
55	84	84	112	109	182
52	81	81	108	105	179
47	76	76	103	100	174
41	70	70	97	94	168
36	65	65	92	89	162
31	60	60	87	84	157
26	55	55	82	79	153
18	47	47	74	71	144
13	42	42	70	67	140
8	37	37	64	61	134
-----	29	29	56	53	127
8	22	21	49	46	119
12	17	17	44	41	115
16	13	13	41	38	111
29	-----	18	45	42	115
25	4	14	41	38	111
23	6	12	39	36	109
22	7	11	38	35	108
21	8	10	37	34	107
20	9	9	36	33	106
29	18	-----	27	24	98
35	23	6	22	19	92
37	26	8	19	16	89
53	42	24	25	-----	95
52	41	23	24	1	94
47	35	18	18	7	89
64	54	36	9	34	107
56	45	27	-----	25	98
51	40	22	5	20	93
48	37	19	8	17	90
45	34	16	11	14	87
42	31	13	14	11	84
47	36	18	18	15	80
50	39	21	22	19	76
55	44	26	27	24	71
64	53	35	35	32	63
73	62	44	45	42	53
79	68	50	51	48	48
85	74	56	57	54	41
93	81	64	64	61	34
96	84	67	67	64	31
99	88	70	71	68	27
103	92	74	75	72	24

DISTANCES BETWEEN		CORINTH, MISS.	TUPELO, MISS.
Lauderdale.....	Miss	176	126
Lockhart.....	Miss	182	132
*Tipton.....	Miss	184	135
Marion.....	Miss	189	139
Meridian.....	Miss	194	144
*Okatibbee.....	Miss	199	149
Basic City.....	Miss	205	155
*Meyerhoff Springs.....	Miss	206	156
Enterprise.....	Miss	209	159
Stonewall.....	Miss	212	163
Quitman.....	Miss	220	170
*Archusa Springs.....	Miss	221	171
DeSoto.....	Miss	224	175
Shubuta.....	Miss	232	183
*Bishops.....	Miss	239	189
Boice.....	Miss	241	191
*Woodwards.....	Miss	245	195
Waynesboro.....	Miss	246	197
Winchester.....	Miss	251	202
Chicora.....	Miss	257	207
*Robinson's Junction.....	Miss	255	205
Buckatunna.....	Miss	258	208
*Smiths.....	Miss	261	211
*Magnolia Springs.....	Miss	262	212
*Hoods.....	Miss	264	214
State Line.....	Miss	266	217
*Bacons Switch.....	Miss		
*Van Vleet.....	Miss		
*Carters.....	Miss		
Houston.....	Miss		
*Halls Siding.....	Miss		
Vardaman.....	Miss		

*Prepay station.

OKOLONA, MISS.	ABERDEEN, MISS.	WEST POINT, MISS.	COLUMBUS, MISS.	STARKVILLE, MISS.	MERIDIAN, MISS.
108	97	79	80	77	18
115	104	86	86	83	12
117	106	88	89	86	10
121	110	92	93	90	5
127	115	98	98	95	-----
132	120	103	103	100	5
138	126	109	109	106	11
139	127	110	110	107	12
141	130	112	113	110	15
145	134	116	117	114	18
152	141	123	124	121	26
153	142	124	125	122	27
157	146	128	129	126	31
165	154	136	137	134	39
172	160	143	143	140	45
173	162	144	145	142	47
177	166	148	149	146	51
179	168	150	151	148	53
184	173	155	156	153	58
189	178	160	161	158	63
187	176	159	159	156	61
190	180	162	162	159	64
194	182	165	165	162	67
195	183	166	166	163	68
197	185	167	168	165	70
199	188	170	171	168	72
6	-----	-----	-----	-----	-----
10	-----	-----	-----	-----	-----
14	-----	-----	-----	-----	-----
19	-----	-----	-----	-----	-----
24	-----	-----	-----	-----	-----
30	-----	-----	-----	-----	-----

ALABAMA GREAT SOUTHERN R. R. CO.

LOCAL FREIGHT TARIFF

Publishing rates on

CLASSES AND COMMODITIES.

Governed by Southern Classification with Exceptions shown herein.

LOCAL MILEAGE TARIFF No. 4

Applicable on traffic between Stations on the Alabama Great Southern R. R.

Cancels Local Mileage Tariff No. 3 and all Supplements.

Issued July 1, 1905.

Effective July 10, 1905.

ALABAMA GREAT SOUTHERN RAILROAD—DISTANCE TABLE.

AND											
MAIN LINE.											
BETWEEN	Chattanooga.	Atlanta.	Gadsden.	Birmingham.	Bessemer.	Woodstock.	Tuscaloosa.	Akron.	York.	Meridian.	
Chattanooga.....Tenn.	0	87	92	143	154	172	198	224	268	295	
*Wauhatchie.....Tenn.	6	81	86	137	148	166	192	218	262	289	
*Wildwood.....Ga.	9	78	83	134	145	162	189	215	259	286	
*Morganville.....Ga.	12	75	80	131	142	160	186	212	256	283	
*New England.....Ga.	15	72	77	128	139	157	183	209	253	280	
Trenton.....Ga.	18	69	74	125	136	154	180	206	250	277	
*Tatem.....Ga.	20	67	72	123	134	152	178	204	248	275	
Rising Fawn.....Ga.	26	61	66	117	128	146	172	198	242	269	
Sulphur Springs.....Ga.	31	56	62	112	123	141	167	193	237	264	
Battle.....Ala.	34	53	58	109	120	138	164	190	234	261	
*Nixon.....Ala.	35	52	57	108	119	137	163	189	233	260	
*Kaolin.....Ala.	36	51	56	107	118	136	162	188	232	259	
Valley Head.....Ala.	40	47	52	103	114	132	158	184	228	255	
*Price.....Ala.	44	43	48	99	110	128	154	180	224	251	
*Allen.....Ala.	45	42	47	98	109	127	153	179	223	250	
Fort Payne.....Ala.	51	36	41	92	103	121	147	173	217	244	
Collbran.....Ala.	57	30	35	86	97	115	141	167	211	238	
Porterville.....Ala.	61	26	31	82	93	111	137	163	207	234	
Collinsville.....Ala.	66	21	26	77	88	106	132	158	202	229	
Keener.....Ala.	75	12	17	68	79	97	123	149	193	220	
*Peeples.....Ala.	80	8	13	64	75	93	119	145	189	216	
*Crudup.....Ala.	80	7	12	63	74	92	118	144	188	215	
*Reesville.....Ala.	82	5	10	61	72	90	116	142	186	213	
Attala.....Ala.	87		5	56	67	85	111	137	181	208	

ALABAMA GREAT SOUTHERN RAILROAD—DISTANCE TABLE—Continued.

AND		BETWEEN	Chatanooga.	Attalla.	Gadsden.	Birmingham.	Bessemer.	Woodstock.	Tuscaloosa.	Akron.	York.	Meridian.
ATTALLA BRANCH.												
Alabama City.....	Ala.	90	3	2	59	70	88	114	140	184	211	
Gadsden.....	Ala.	92	5	.....	61	72	90	116	142	186	213	
MAIN LINE.												
*Lester.....	Ala.	90	3	8	53	64	82	108	134	178	205	
*Ramsey.....	Ala.	92	5	10	51	62	80	106	132	176	203	
Steele.....	Ala.	96	9	14	47	58	76	102	128	172	199	
*Gilbert's Spur.....	Ala.	98	11	16	45	56	74	100	126	170	197	
Whitney.....	Ala.	102	15	20	41	52	70	96	122	166	193	
*Woodall.....	Ala.	105	18	23	38	49	67	93	119	163	190	
*Caldwell.....	Ala.	108	21	26	35	46	64	90	116	160	187	
*St. Clair.....	Ala.	112	25	30	31	42	60	86	112	156	183	
Springville.....	Ala.	115	28	33	28	39	57	83	109	153	180	
*Argo.....	Ala.	122	35	40	21	32	50	76	102	146	173	
*Wilkes' Tank.....	Ala.	126	39	44	17	28	46	72	98	142	169	
*Williams Spur.....	Ala.	128	41	46	15	26	44	70	96	140	167	
Trussville.....	Ala.	129	42	47	14	25	43	69	95	139	166	
Irondale.....	Ala.	137	50	55	6	17	35	61	87	131	158	
*Gate City.....	Ala.	138	51	56	5	16	34	60	86	130	157	
Woodlawn.....	Ala.	139	52	57	4	15	33	59	85	129	156	

BESSEMER BRANCH.

East Birmingham.....	Ala.	140	53	58	5	16	34	60	86	130	157
North Birmingham.....	Ala.	142*	55	60	7	15	33	59	85	129	156
Thomas.....	Ala.	146	59	64	10	12	30	56	82	126	153
Ensley.....	Ala.	148	61	66	13	10	28	54	80	124	151
*Woodward.....	Ala.	154	67	72	19	4	22	48	74	118	145

MAIN LINE.

Avondale.....	Ala.	141	54	59	2	13	31	57	83	127	154
Birmingham.....	Ala.	143	56	61	-----	11	29	55	81	125	152
*West End.....	Ala.	146	59	64	3	8	26	52	78	122	149
*Powderly.....	Ala.	148	61	66	5	6	24	50	76	120	147
Grasselli.....	Ala.	150	63	68	7	4	22	48	74	118	145
*Hillman.....	Ala.	151	64	69	8	3	21	47	73	117	144
Wheeling.....	Ala.	153	66	71	10	1	19	45	71	115	142
Bessemer.....	Ala.	154	67	72	11	-----	18	44	70	114	141
*Jonesboro.....	Ala.	155	68	73	12	1	17	43	69	113	140
*Mobile Junction.....	Ala.	157	70	75	14	3	15	41	67	111	138
*McCalla.....	Ala.	160	73	78	17	6	12	38	64	108	135
*Baylor.....	Ala.	164	77	82	21	10	8	34	60	104	131
*Kimberl.....	Ala.	165	78	83	22	11	7	33	59	103	130
*Tannehill.....	Ala.	167	80	85	24	13	5	31	57	101	128
*Standiford.....	Ala.	169	82	87	26	15	3	29	55	99	126
*Green Pond.....	Ala.	170	83	88	27	16	2	28	54	98	125
Woodstock.....	Ala.	172	85	90	29	18	-----	26	52	96	123

* Prepay Stations.

TO ARRIVE AT THE DISTANCE BETWEEN ANY TWO STATIONS NOT SHOWN ABOVE:

Attalla Branch.—To arrive at the distance between any station and a station on Attalla Branch, take the sum of the distances from Attalla to those stations.

Bessemer Branch.—To arrive at the distance between any station and a station on Bessemer Branch, take the sum of the distances from Woodlawn or Bessemer to those stations, whichever is less.

ALABAMA GREAT SOUTHERN RAILROAD—DISTANCE TABLE—Continued.

AND											
BETWEEN	Chattanooga.	Attalla.	Gadsden.	Birmingham.	Bessemer.	Woodstock.	Tuscaloosa.	Akron.	York.	Meridian.	
BLOCTON BRANCH.											
*Blocton Junction.....	Ala.	86	91	30	19	1	27	53	97	124	
*Big Springs.....	Ala.	89	94	33	22	4	30	56	100	127	
Blocton.....	Ala.	93	98	37	26	8	34	60	104	131	
MAIN LINE.											
*Bibbville.....	Ala.	87	92	31	20	2	24	50	94	121	
*Dowdle.....	Ala.	88	93	32	21	3	23	49	93	120	
Vance.....	Ala.	91	96	35	24	6	20	46	90	117	
*Monish Spur.....	Ala.	94	99	38	27	9	17	43	87	114	
Dudley.....	Ala.	95	100	39	28	10	16	42	86	113	
*Clements.....	Ala.	96	101	40	29	11	15	41	85	112	
*Black Creek.....	Ala.	96	101	40	29	11	15	41	85	112	
Coaling.....	Ala.	97	102	41	30	12	14	40	84	111	
*Fleming.....	Ala.	99	104	43	32	14	12	38	82	109	
*Johnson's Tank.....	Ala.	100	105	44	33	15	11	37	81	108	
*Olmstead.....	Ala.	102	107	46	35	17	9	35	79	106	
Cottondale.....	Ala.	104	109	48	37	19	7	33	77	104	
Tuscaloosa.....	Ala.	111	116	55	44	26	.....	26	70	97
*Crabtree Lumber Co.....	Ala.	115	120	59	48	30	4	22	66	93	
*Englewood.....	Ala.	117	122	61	50	32	6	20	64	91	
*Maxwell.....	Ala.	119	124	63	52	34	8	18	62	89	

*Phifers.....	Ala.	208	121	126	65	54	36	10	16	60	87
Hull.....	Ala.	209	122	127	66	55	37	11	15	59	86
*Bates Lumber Co.....	Ala.	210	123	128	67	56	38	12	14	58	85
Moundville.....	Ala.	213	126	131	70	59	41	15	11	55	82
*Powers.....	Ala.	216	129	134	73	62	44	18	8	52	79
*Cypress.....	Ala.	217	130	135	74	63	45	19	7	51	78
Stewart.....	Ala.	221	134	139	78	67	49	23	3	47	74
*Whitesburg.....	Ala.	222	135	140	79	68	50	24	2	46	73
Akron.....	Ala.	224	137	142	81	70	52	26	.....	44	71
*McClure Lumber Co.....	Ala.	230	143	148	87	76	58	32	6	38	65
Eutaw.....	Ala.	233	146	151	90	79	61	35	9	35	62
*Hairston.....	Ala.	240	153	158	97	86	68	42	16	28	55
Boligee.....	Ala.	243	156	161	100	89	71	45	19	25	52
*Millers.....	Ala.	247	160	165	104	93	75	49	23	21	48
*Sloss Spur.....	Ala.	248	161	166	105	94	76	50	24	20	47
Epes.....	Ala.	250	163	168	107	96	78	52	26	18	45
*Parker.....	Ala.	254	167	172	111	100	82	56	30	14	41
Livingston.....	Ala.	259	172	177	116	105	87	61	35	9	36
*Hixon.....	Ala.	262	175	180	119	108	90	64	38	6	33
York.....	Ala.	268	181	186	125	114	96	70	44	.....	27
Cuba.....	Ala.	275	188	193	132	121	103	77	51	7	20
Kewanee.....	Miss.	279	192	197	136	125	107	81	55	11	16
*Smith's Spur.....	Miss.	281	194	199	138	127	109	83	57	13	14
Toomsaba.....	Miss.	283	196	201	140	129	111	85	59	15	12
*Burnt Cut.....	Miss.	286	199	204	143	132	114	88	62	18	9
*Russell.....	Miss.	289	202	207	146	135	117	91	65	21	6
*Arklet.....	Miss.	291	204	209	148	137	119	93	67	23	4
Meridian.....	Miss.	295	208	213	152	141	123	97	71	27	.....

* Prepay Stations.

TO ARRIVE AT THE DISTANCE BETWEEN ANY TWO STATIONS NOT SHOWN ABOVE:

Blotton Branch.—To arrive at the distance between any station and a station on Blotton Branch, take the sum of the distances from Woodstock to those stations.

ALABAMA GREAT SOUTHERN RAILROAD—MILEAGE RATE TABLE.

Governed by Southern Classifications, with Exceptions herein.

DISTANCES.	IN CENTS PER HUNDRED POUNDS.											P Bt. L	K	IN CENTS PER 100 POUNDS.						Per Car.				
	IN CENTS PER 100 POUNDS.																							
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	O	P	R	S	T	X			
10 miles and less.....	15	13	11	9	7	6	6	7	7	5	7	8	10	5	4½	2½	4	5	6	4	12	00	70	
15 miles and over 10.....	23	20	17	14	12	9½	10	11	8	7½	11½	13	15	5	3½	5	4½	5½	7	5	14	00	80	
20 miles and over 15.....	23	20	17	14	12	9½	10	11	8	7½	11½	13	15	6	3½	5	4½	6	8	5	15	00	100	
25 miles and over 20.....	29	25	21	17	15	12	12	13	10	9	14	16	18	6	3½	5½	5	7	9	6	15	00	110	
30 miles and over 25.....	29	25	21	17	15	12	12	13	10	9	14	16	18	7	3½	5½	5	7	10	6	15	00	110	
35 miles and over 30.....	35	30	25	20	18	14½	14	15	12	10½	16½	19	21	7	4½	5½	3	7½	11	7	20	00	115	
40 miles and over 35.....	35	30	25	20	18	14½	14	15	12	10½	16½	19	21	8	4½	6	3½	8	12	7	23	00	120	
45 miles and over 40.....	41	35	29	23	21	17	16	17	14	12	19	22	24	8	4½	6½	4	5½	8½	12½	7	25	00	125
50 miles and over 45.....	41	35	29	23	21	17	16	17	14	12	19	22	24	9	5	6½	4½	5½	9	13	7	26	00	130
55 miles and over 50.....	47	40	33	26	24	19½	18	19	16	13½	21½	25	27	9	5	6½	5	5½	9½	13½	8	28	00	135
60 miles and over 55.....	47	40	33	26	24	19½	18	19	16	13½	21½	25	27	9	5	6½	5	5½	10	14	8	29	00	140
65 miles and over 60.....	53	45	37	29	27	22	20	21	18	15	24	28	30	9	5	7½	5½	6	10½	14½	8	30	00	145
70 miles and over 65.....	53	45	37	29	27	22	20	21	18	15	24	28	30	10	5	7½	5½	6	10½	15	8	31	00	150
75 miles and over 70.....	55	47	38½	30	28	22½	20	21½	18½	15	25½	29	30	10	5½	7½	6	11	15½	16	8	32	00	155
80 miles and over 75.....	55	47	38½	30	28	22½	20	21½	18½	15	25½	29	30	10	5½	7½	6	11	16	16	8	33	00	160
85 miles and over 80.....	57	49	40	31	29	23	20½	22	19	15½	26½	30	31	10	6	8½	5½	6½	11½	16½	9	34	00	165
90 miles and over 85.....	57	49	40	31	29	23	20½	22	19	15½	26½	30	31	10	6	8½	5½	7	11½	17	9	35	00	170
95 miles and over 90.....	59	51	41½	32	30	23½	20½	22½	19½	16	28	31	32	10	6	8½	6	7½	11½	17½	9	36	00	175
100 miles and over 95.....	59	51	41½	32	30	23½	20½	22½	19½	16	28	31	32	10	6	9	6	7½	12	18	9	37	00	180
110 miles and over 100.....	61	53	43	33	31	24	21	23	20½	16½	29½	32½	33	10	6	9½	6½	7½	12½	19	10	39	00	190
120 miles and over 110.....	63	55	44½	34	32	24½	21	23½	20½	17	30½	33½	34	11	6½	10	6½	7½	13	20	10	40	00	200
130 miles and over 120.....	65	57	46	35	33	25	21½	24	21	17½	32	35	35	11	6½	10½	6½	8	13½	20½	11	41	00	210

140 miles and over 130.	67	59	47½	36	34	25½	21½	21½	24½	21½	18	33½	36	36	36	11	7	10½	6½	8½	14	21	11	42	00	215
150 miles and over 140.	67	59	47½	36	34	25½	21½	21½	24½	21½	18	33½	36	36	36	11	7½	11	7	8½	14½	22	12	43	00	220
160 miles and over 150.	69	61	49	37	35	26	22	22	25	22	18½	34½	37	37	37	12	7½	11½	7½	9	15	22	13	44	00	225
170 miles and over 160.	69	61	49	37	35	26	22	22	25	22	18½	34½	37	37	37	12	8½	11½	7½	9½	15	22	13	45	00	230
180 miles and over 170.	71	63	50½	38	36	27½	22	22	25½	22½	19	36	38	38	38	12	8½	11½	8	10	16	23	14	46	00	235
190 miles and over 180.	71	63	50½	38	36	27½	22	22	25½	22½	19	36	38	38	38	13	9½	12	8½	10½	16	23	14	47	00	240
200 miles and over 190.	73	65	53	39	37	28	22½	22½	26	23	19½	37½	39	39	39	13	10	12½	9	11	16	23	14	48	00	250
210 miles and over 200.	73	65	53	39	37	28	22½	22½	26	23	19½	38½	39	39	39	13	10½	12½	9	11	16	23	15	48	00	250
220 miles and over 210.	75	67	54½	40	38	28½	22½	22½	26½	23½	20	38½	41	40	40	13	10½	12½	9	11	16	23	15	48	00	250
230 miles and over 220.	75	67	54½	40	38	28½	22½	22½	26½	23½	20	38½	41	40	40	13	10½	12½	9	11	16	23	15	48	00	250
240 miles and over 230.	77	69	56	41	38	29	23	27	24	20	40	42	41	41	41	13	10½	12½	9	11	16	23	15	48	00	250
250 miles and over 240.	77	69	56	41	38	29	23	27	24	20	40	42	41	41	41	13	10½	12½	9	11	16	23	15	48	00	250
260 miles and over 250.	79	71	57½	42	38	29½	23	27	24½	21	41½	43	42	42	42	13	10½	12½	9	11	16	23	15	48	00	250
270 miles and over 260.	79	71	57½	42	38	29½	23	27	24½	21	41½	43	42	42	42	13	10½	12½	9	11	16	23	15	48	00	250
280 miles and over 270.	80	73	58	43	38	30	23½	27	25	21½	43	44	43	43	43	13	10½	12½	9	11	16	23	15	48	00	250
290 miles and over 280.	80	73	58	43	38	30	23½	27	25	21½	43	44	43	43	43	13	10½	12½	9	11	16	23	15	48	00	250
300 miles and over 290.	80	74	58	45	38	30	24	27	26	22	44	45	44	44	44	13	10½	12½	9	11	16	23	15	48	00	250

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

EXCEPTIONS TO SOUTHERN CLASSIFICATIONS.

ARTICLES.	Class.
Agricultural implements, minimum 24,000 lbs.	S
Blinds, door and window, C L.....	S
Bones, C L, minimum 30,000 lbs.....	O
Brick, common, C L, minimum 30,000 lbs.....	O
Brick, fire, C L.....	P
Cement, C L.....	P
Charcoal, C L, minimum 30,000 lbs.....	O
Cinders, C L, minimum 30,000 lbs.....	O
Clay, C L minimum 40,000 lbs.....	O
†Cotton seed, C L.....	T
Cotton seed meal, hulls and ashes, C L.....	L
Cotton seed meal, hulls and ashes, L C L.....	K
Cotton seed meats or decorticated cotton seed, C L.....	D
Doors, door and window frames (wood), C L.....	R
Fertilizers, L C L.....	K
Furniture, O R, packed, C L 24,000 lbs.....	S
Gravel, chert and slag, C L 40,000 lbs.....	O
Hay, pressed in bales, C L, minimum 20,000 lbs.....	D
(No additional charge for cars of extra length.)	
Household goods and old furniture, released and value limited to \$5 per cwt. in case of total loss, carloads.....	R
Same, with live stock, C L, minimum 20,000 lbs.....	X
Ice, C L.....	P
Iron, bridge, pig, scrap and railroad, C L 30,000 lbs.....	M
Iron articles taking special iron rate, any quantity.....	6
Lime, C L.....	P
Live stock, C L, released.....	X
Same, L C L; see Rule 2.	
Lumber, laths, shingles, telephone and telegraph poles and staves, C L, Minimum 30,000 lbs.....	P
Melons, C L 24,000 lbs. minimum.....	S
Ores, C L, minimum 30,000 lbs.....	O
Pitch, in barrels, C L.....	P
Pipe, sewer, C L.....	P
Plow handles and wood for other implements, C L.....	R
Pumps and pump piping, C L.....	R
Rosin, C L.....	P
Salt, C L.....	P
Sand, C L, minimum 40,000 lbs.....	O
Sash, window and door, C L.....	S
Sawdust, C L.....	P
Slate, C L.....	P
Stone, rough, C L, minimum 30,000 lbs.....	O
Tan bark, C L 30,000 lbs. minimum.....	P
Tar, in barrels, C L.....	P
Tile, drain, O R, C L.....	P
Ties, railroad, C L.....	S
Turpentine, crude, C L.....	P
Vehicles, all kind, O R, C L, minimum 24,000 lbs.....	S
Wagon material, C L.....	R
Wood, C L, minimum weight 30,000 lbs.....	O

† These rates will not apply on shipments destined to points on connecting lines. See Special Issue.

NOTE—On shipments having origin and destination within the State of Alabama, passing over *two or more* railroads, ten per cent of rates named herein must be deducted.

RULES AND REGULATIONS.

RULE 1—Shipments weighing less than 100 pounds will be charged for at actual weight; but no single shipment will be taken for less than 25 cents.

RULE 2—Live stock, L C L, released, to be fed by owner at his expense, will be taken at First Class rates between all points on A. G. S. R. R. with the following exceptions:

L C L shipments between points on the A. G. S. R. R. both of which are in Mississippi, Fourth Class when released.

Live stock, not *released*, will be charged *double* First Class rates.

The following estimated weights should be observed:

One horse, mule or horned animal.....	2,000 pounds
Two horses, mules or horned animals.....	3,500 pounds
Each additional horse, mule or horned animal.....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Cow and calf together.....	2,500 pounds
Calves and sheep, each.....	175 pounds
Calves and sheep, in lots of five or more, each.....	150 pounds
Lambs, each.....	100 pounds
Lambs, in lots of five or more, each.....	75 pounds
Pigs and stock hogs, each.....	125 pounds
Hogs for market, each.....	350 pounds
Yearling colts and bulls, each.....	2,000 pounds
Yearling cattle, except bulls, each.....	1,000 pounds
Pigs, hogs, sheep, etc., boxed, taken at actual weight.	

INDEX TO STATIONS.

STATIONS.	Index No.
Akron.....	Ala. 92
Alabama City.....	Ala. 25
Allen.....	Ala. 15
Argo.....	Ala. 36
Arklet.....	Miss. 110
Attalla.....	Ala. 24
Avondale.....	Ala. 48
Bates Lumber Co.....	Ala. 86
Battelle.....	Ala. 10
Baylor.....	Ala. 59
Bessemer.....	Ala. 55
Bibbville.....	Ala. 68
Big Springs.....	Ala. 66
Birmingham.....	Ala. 49
Blocton.....	Ala. 67
Blocton Junction.....	Ala. 65
Black Creek.....	Ala. 74
Boligee.....	Ala. 96
Burnt Cut.....	Miss. 108
Caldwell.....	Ala. 33
Chattanooga.....	Tenn. 1
Clements.....	Ala. 73
Coaling.....	Ala. 75
Colbran.....	Ala. 17
Collinsville.....	Ala. 19
Cottondale.....	Ala. 79
Crabtree Lumber Co.....	Ala. 81
Crudup.....	Ala. 22
Cuba.....	Ala. 104
Cypress.....	Ala. 89
Dowdle.....	Ala. 69
Dudley.....	Ala. 72
East Birmingham.....	Ala. 43
Englewood.....	Ala. 82
Ensley.....	Ala. 46
Epes.....	Ala. 99
Eutaw.....	Ala. 94
Fleming.....	Ala. 76
Fort Payne.....	Ala. 16
Gadsden.....	Ala. 26
Gate City.....	Ala. 41
Gilbert's Spur.....	Ala. 30
Grasselli.....	Ala. 52
Green Pond.....	Ala. 63
Hairston.....	Ala. 95
Hillman.....	Ala. 53
Hixon.....	Ala. 102
Hull.....	Ala. 85
Irondale.....	Ala. 40
Jonesboro.....	Ala. 56
Johnson's Tank.....	Ala. 77
Kaolin.....	Ala. 12
Keener.....	Ala. 20
Kewanee.....	Miss. 105

STATIONS.	Index No.
Kimbrel	Ala. 60
Lester	Ala. 27
Livingston	Ala. 101
McCalla	Ala. 58
McClure Lumber Co.	Ala. 93
Maxwell	Ala. 83
Meridian	Miss. 111
Millers	Ala. 97
Mobile Junction	Ala. 57
Morganville	Ga. 4
Moundville	Ala. 87
Monish Spur	Ala. 71
Nixon	Ala. 11
New England	Ga. 5
North Birmingham	Ala. 44
Olmstead	Ala. 78
Parker	Ala. 100
Peeples	Ala. 21
Phifer's Spur	Ala. 84
Porterville	Ala. 18
Powderly	Ala. 51
Powers	Ala. 88
Price	Ala. 14
Ramsey	Ala. 28
Reeseville	Ala. 23
Rising Fawn	Ga. 8
Russell	Miss. 109
St. Clair	Ala. 34
Smith Spur	Miss. 106
Springville	Ala. 35
Standiford	Ala. 62
Steele	Ala. 29
Stewart	Ala. 90
Sulphur Springs	Ga. 9
Tannehill	Ala. 61
Tatem	Ga. 7
Thomas	Ala. 45
Toomsuba	Miss. 107
Trenton	Ga. 6
Trussville	Ala. 39
Tuscaloosa	Ala. 80
Valley Head	Ala. 13
Vance	Ala. 70
Wauhatchie	Tenn. 2
West End	Ala. 50
Wheeling	Ala. 54
Whitney	Ala. 31
Whitesburg	Ala. 91
Wildwood	Ga. 3
Wilkes' Tank	Ala. 37
Woodall	Ala. 32
Williams Spur	Ala. 38
Woodlawn	Ala. 42
Woodstock	Ala. 64
Woodward	Ala. 47
York	Ala. 103

Tariff No. F-154. Issue No. 1.

ALABAMA GREAT SOUTHERN RAILROAD COMPANY.

TRAFFIC DEPARTMENT.

Rates on

LUMBER AND BRICK, Per 100 Lbs.

Applicable only on shipments between points within the State of Mississippi.

Lumber, C L, 24,000 lbs. min., 15 miles and over 5 miles	3 cents
Same, L C L	4½ cents
Same, C L, 30 miles and over 15 miles	3¼ cents
Same, L C L	4⅞ cents
Brick, C L, 40,000 lbs. min., 10 miles and under	2 cents
Same, L C L	3 cents
Same, C L, 20 miles and over 10 miles	2½ cents
Same, L C L	3¾ cents

Issued September 6, 1905.

Effective from July 10, 1905

Rate No. A-257. Issue No. 1.

ALABAMA GREAT SOUTHERN R. R. CO.

FREIGHT TARIFF.

Rates shown herein will apply only on shipments originating at points on another line in the State of Mississippi and destined to points named below; and on shipments originating at points named below and destined to points on another line in the State of Mississippi.

BETWEEN MERIDIAN, MISS. AND	PER HUNDRED POUNDS.											Per Bbl	PER HUNDRED POUNDS.								Per Car.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	O	P	R	S	T	X
*Arklet.....Miss.	13½	12	10	8	6	5	5	6	6	4½	6	7	9	4½	3	4	2	4	4½	5	4	10 80
*Russell.....Miss.	13½	12	10	8	6	5	5	6	6	4½	6	7	9	4½	3	4	2	4	4½	5	4	10 80
*Goldsmith.....Miss.	13½	12	10	8	6	5	5	6	6	4½	6	7	9	4½	3	4	2	4	4½	5	4	10 80
*Burnt Cut.....Miss.	13½	12	10	8	6	5	5	6	6	4½	6	7	9	4½	3	4	2	4	4½	5	4	10 80
Toomsaba.....Miss.	21	18	15	13	11	8½	9	10	7	7	10	12	13½	4½	3	4½	2	4	5	6	4½	12 60
*Smith's Spur....Miss.	21	18	15	13	11	8½	9	10	7	7	10	12	13½	4½	3	4½	2	4	5	6	4½	12 60
Kewanee.....Miss.	21	18	15	13	11	8½	9	10	7	7	10	12	13½	5	3	4½	2	4	5	7	4½	13 50

* Prepay Station.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

Governed by the Southern Classification with the following exceptions:

ARTICLES.	Class.
Agricultural implements, minimum 24,000 lbs.....	S
Blinds, door and window, C L.....	S
Bones, C L, minimum 28,000 lbs.....	O
Brick, common, C L, minimum 28,000 lbs.....	O
Brick, fire, C L.....	P
Cement, C L.....	P
Charcoal, C L, minimum 28,000 lbs.....	O
Cinders, C L, minimum 28,000 lbs.....	O
Clay, C L, minimum 40,000 lbs.....	O
Cotton seed meal, hulls and ashes, C L.....	L
Cotton seed meats or decorticated cotton seed, C L.....	D
Cross ties, railroad, C L.....	S
Doors, door and window frames (wood), C L.....	R
Fertilizers, C L.....	M
Fertilizers, L C L.....	K
Furniture, O R, packed, C L 24,000 lbs.....	S
Gravel, chert and slag, C L 40,000 lbs.....	O
Hay, pressed in bales, C L, minimum 20,000 lbs.....	D
(No additional charge for cars of extra length.)	
Household goods and old furniture, released and value limited to \$5 per cwt. in case of total loss, carloads.....	R
Same, with live stock, C L, minimum 20,000 lbs.....	X
Ice, C L.....	P
Iron, bridge, pig, scrap and railroad, C L, 28,000 lbs.....	M
Iron articles taking special iron rate, any quantity.....	6th
Lime, C L.....	P
Live stock, C L, released.....	X
Lumber, laths, shingles and staves, C L, min. 24,000 lbs.....	P
Ores, C L, minimum 28,000 lbs.....	O
Peas, cow, field and clay, any quantity.....	D
Pitch, in barrels, C L.....	P
Plow handles and wood for other implements, C L.....	R
Pipe, sewer, C L.....	P
Pumps and pump piping, C L.....	R
Rosin, C L.....	P
Sand, C L, minimum 40,000 lbs.....	O
Salt, C L.....	P
Sash, window and door, C L.....	S
Slate, C L.....	P
Stone, rough, C L, minimum 28,000 lbs.....	O
Tar, in barrels, C L.....	P
Tile, drain, O R, C L.....	P
Ties, railroad, C L.....	S
Tan bark, C L.....	P
Turpentine, crude, C L.....	P
Vehicles, all kinds, O R, C L, min. 24,000 lbs.....	S
Wagon material, C L.....	R
Wood, C L, minimum weight 28,000 lbs.....	O
Sawdust, C L.....	P

ST. LOUIS & SAN FRANCISCO RAILROAD CO.

FREIGHT TRAFFIC DEPARTMENT.

AMENDMENT NO. 2

(Amendments Nos. 1 and 2 include all changes)

TO

LOCAL DISTANCE TARIFF No. 908-C.

APPLYING ON

CLASSES AND COMMODITIES

BETWEEN

Aberdeen, Holly Springs, New Albany and Tupelo, Miss., and
Stations on St. Louis and San Francisco R. R. in Mississippi.

On Traffic coming from or destined to Points in Mississippi lo-
cated on other Roads.

(For application of rates see page 2 of Tariff.)

CORRECTION.

Refer to above Tariff and be advised that the minimum weight on Cotton seed, C L, moving within the State of Mississippi will be 30,000 pounds except where the marked capacity of the car is less, in which case the marked capacity will be the minimum weight.

K. C., M. & B. Tariff No. 75 will hereafter be known as Tariff No. 908-C.

Governed by Classification as shown in St. L. & S. F. R. R. Classification No. 9, and Exceptions specified herein.

Issued September 7, 1904.

Effective September 1, 1904.

KANSAS CITY, MEMPHIS & BIRMINGHAM R. R.

FREIGHT TRAFFIC DEPARTMENT.

Amendment No. 1 to

LOCAL DISTANCE TARIFF No. 908-C

Applying on Classes and Commodities between Aberdeen, Holly Springs, New Albany and Tupelo, Miss., and Stations on Kansas City, Memphis & Birmingham R. R. in Mississippi, on traffic coming from or destined to points in Mississippi located on other roads. (For application of rates see page 2 of Tariff.)

COMMODITY, IN CENTS PER 100 POUNDS.

RATES FOR DISTANCES OF	Ice, C L, min. wgt. 24,000 lbs.
5 miles and under.....	3
10 miles and over 5.....	3
15 miles and over 10.....	4
20 miles and over 15.....	4
25 miles and over 20.....	5
30 miles and over 25.....	5
35 miles and over 30.....	5
40 miles and over 35.....	5
45 miles and over 40.....	5
50 miles and over 45.....	5
55 miles and over 50.....	6
60 miles and over 55.....	6
65 miles and over 60.....	6
70 miles and over 65.....	6
75 miles and over 70.....	7
80 miles and over 75.....	7
85 miles and over 80.....	7
90 miles and over 85.....	7
95 miles and over 90.....	8
100 miles and over 95.....	8
110 miles and over 100.....	8
120 miles and over 110.....	8
130 miles and over 120.....	8

Governed by Classification as shown in K. C., M. & B. R. R. Classification No. M-2, and Exceptions specified herein.

Issued July 10, 1903.

Effective July 10, 1903.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

ST. LOUIS & SAN FRANCISCO RAILROAD CO.

FREIGHT TRAFFIC DEPARTMENT.

AMENDMENT No. 3

(Amendments Nos. 2 and 3 include all changes)

TO

LOCAL DISTANCE TARIFF No. 93-C,

Applying on business having origin and destination wholly within
the State of Mississippi.

CORRECTION.

Refer to above Tariff and be advised that the minimum weight on Cotton Seed, C L, moving within the State of Mississippi will be 30,000 pounds except where the marked capacity of the car is less, in which case the marked capacity will be the minimum weight.

K. C., M. & B. Tariff No. 66-A will hereafter be known as Tariff No. 93-C.

Rates herein are governed by Classification No. 9 and Rules and Regulations pertaining to Storage and Car Service Charges as published in Circular No. 9, Series (I. C. C. No. 4007).

Issued August 29, 1904.

Effective September 1, 1904.

KANSAS CITY, MEMPHIS & BIRMINGHAM R. R.

FREIGHT TRAFFIC DEPARTMENT.

AMENDMENT No. 2

TO

LOCAL DISTANCE TARIFF No. 93-C,

Applying on business having origin and destination wholly within
the State of Mississippi.

COMMODITY, IN CENTS PER 100 POUNDS.

RATES FOR DISTANCES OF	Ice, C L, min. wgt. 24,000 lbs.
5 miles and under.....	3
10 miles and over 5.....	3
15 miles and over 10.....	4
20 miles and over 15.....	4
25 miles and over 20.....	5
30 miles and over 25.....	5
35 miles and over 30.....	6
40 miles and over 35.....	6
45 miles and over 40.....	6
50 miles and over 45.....	6
55 miles and over 50.....	7
60 miles and over 55.....	7
65 miles and over 60.....	7
70 miles and over 65.....	7
75 miles and over 70.....	8
80 miles and over 75.....	8
85 miles and over 80.....	8
90 miles and over 85.....	8
95 miles and over 90.....	9
100 miles and over 95.....	9
110 miles and over 100.....	9
120 miles and over 110.....	9
125 miles and over 120.....	9
130 miles and over 125.....	9

Maximum rate on native corn and hay, car lots, in Mississippi,
15 cents per 100 pounds.

For mileage see K. C., M. & B. R. R. Local Distance Table (I.
C. C. No. A-17).

CORN AND HAY, NATIVE GROWN.—The maximum rate on Corn,
native grown, C L, minimum weight 24,000 lbs., and Hay, native
grown, C L, minimum weight 20,000 lbs., between points on the
K. C., M. & B. R. R. and points on connecting lines in Mississippi
will be 15 cents per 100 pounds.

Rates herein governed by Classification as shown in K. C., M.
& B. R. R. Classification No. M-2, and Rules and Regulations per-
taining to Storage and Car Service charges as published in Circular
9-A (I. C. C. 2377).

Issued February 25, 1904.

Effective February 1, 1904.

KANSAS CITY, MEMPHIS & BIRMINGHAM R. R.

FREIGHT TRAFFIC DEPARTMENT.

LOCAL DISTANCE TARIFF No. 93-C.

(Cancels Local Distance Tariff No. 66.)

Applying on business having origin and destination wholly within
the State of Mississippi.

For mileage see K. C., M. & B. R. R. Local Distance Table (I.
C. C. No. A-17).

Rates herein governed by Classification as shown in K. C., M.
& B. R. R. classification No. M-2, and Rules and Regulations per-
taining to Storage and Car Service charges as published in Circular
9-A (I. C. C. 2377).

Issued December 31, 1902.

Effective January 5, 1903.

COMMODITIES.

RATES FOR DISTANCES OF	PER HUNDRED POUNDS.					Per Bale.	Per 100 Lbs.	Per Car.	Per 100 Lbs.	Lumber. (See Note 3 below.)	
	Brick										
	CL	L	CL	L	CL						
	CL	L	CL	L	CL						
5 miles and under.....	2	3	3	3	3	50	5	8 00	10 00	3	4 1
10 miles and over 5.....	2	3	3	3	3	50	5	8 00	12 00	3	4 1
15 miles and over 10.....	2 1	3 1	3 1	3 1	3 1	60	6	10 00	15 00	3	4 1
20 miles and over 15.....	2 1	3 1	3 1	3 1	3 1	75	7	12 00	15 00	3 1	4 9
25 miles and over 20.....	3	4 1	4 1	4 1	4 1	85	7	13 00	18 00	3 1	4 9
30 miles and over 25.....	3	4 1	4 1	4 1	4 1	100	8	14 00	18 00	3 1	4 9
35 miles and over 30.....	3	4 1	4 1	4 1	4 1	115	9	15 00	21 00	4	6
40 miles and over 35.....	3	4 1	4 1	4 1	4 1	130	9	16 00	21 00	4	6
45 miles and over 40.....	3	4 1	4 1	4 1	4 1	135	9	17 00	22 00	4	6
50 miles and over 45.....	3	4 1	4 1	4 1	4 1	140	9	17 00	22 00	4 1	6 1
55 miles and over 50.....	4	6	6	6	6	145	9	18 00	24 00	4 1	6 1
60 miles and over 55.....	4	6	6	6	6	145	10	19 00	24 00	4 1	6 1
65 miles and over 60.....	4	6	6	6	6	150	10	20 00	26 00	5	7 1
70 miles and over 65.....	4	6	6	6	6	155	10	21 00	26 00	5	7 1
75 miles and over 70.....	4	6	6	6	6	160	10	22 00	27 00	5	7 1
80 miles and over 75.....	4	6	6	6	6	165	10	23 00	27 00	5 1	8 1
85 miles and over 80.....	4	6	6	6	6	170	11	24 00	28 00	5 1	8 1
90 miles and over 85.....	4	6	6	6	6	175	11	24 00	28 00	5 1	8 1
95 miles and over 90.....	4	6	6	6	6	180	11	24 00	29 00	5 1	8 1

100 miles and over 95.	4½	6¼	8½	12	8	11	185	5	10	24 00	29 00	6	9
110 miles and over 100.	4½	6¼	8½	13	9	12	190	5½	11	25 00	30 00	6	9
120 miles and over 110.	4½	6¼	8½	13	9	12	195	6	12	25 00	31 00	6	9
125 miles and over 120.	4½	6¼	9	13	9	12	200	6½	13	25 00	32 00	6	9
130 miles and over 125.	4½	6¼	9	13	9	12	200	6½	13	25 00	32 00	7	10½
140 miles and over 130.					9								
150 miles and over 140.					10								
200 miles and over 150.					11								
300 miles and over 200.					12								

NOTE 1.—*Native Grown Corn.* These rates will apply when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use of stations in Mississippi only, viz.: Stations Kelly to Gatman, inclusive.

JOINT RATES ON COTTON SEED.

NOTE 2.—Through rates on shipments of cottonseed, C L, between two points in the State of Mississippi, located on different lines, will be made by adding 25 per cent to the above rates for the distance provided over one line.

Example: Shipment, Baldwin, Miss., to Gatman, Miss.:

Baldwyn to Tupelo (M. & O.)	18 miles.
Tupelo to Gatman (K. C. M. & B.)	41 miles.

Total:	59 miles.
Rate for 59 miles.	8 cents per hundred pounds.
25 per cent added.	2 cents per hundred pounds.

Rate to apply. 10 cents per hundred pounds.

NOTE 3.—The carload rates on lumber will apply to the following articles, in straight carloads, when shipped at owner's risk: Bark (tan), barrel material, box material, broom handles, chair stuff, crosssties, laths, logs, piling, poles (fence and telegraph), posts (fence), shingles, spokes (unfinished), staves and heading, timber.

RATES FOR DISTANCES OF		IN CENTS PER HUNDRED POUNDS.										Per Bbl.	PER HUNDRED LBS.											
												F	H	E	D	C	B	A	6	5	4	3	2	1
		J	K	L	M	N																		
5 miles and under.....	20	16	13	11	9	8	10	11	11	5	9	13	3½	3	2½	5	3	2½	5	3	4	3½	18	
10 miles and over 5.....	25	20	16	13	11	9	10	11	12	5	11	16	4	4	3	5½	5	3	3½	3	4	4½	18	
15 miles and over 10.....	30	24	20	16	14	12	11	13	14	6	14	18	5	5	3	5½	5	3	3½	3	4	4½	20	
20 miles and over 15.....	32	26	22	18	16	14	12	15	16	7	16	20	5	5	3	5½	5	3	3½	3	4	4½	22	
25 miles and over 20.....	36	29	24	20	18	16	13	15	17	8	18	22	5½	6	3½	6	6½	3½	3½	4	4½	4½	23	
30 miles and over 25.....	39	31	26	21	19	17	13	16	18	8	19	24	5½	7	4	6	7	4	4	4	4	4	24	
35 miles and over 30.....	42	34	28	23	20	18	14	17	19	9	20	26	6	7	4	6½	7	4	4	4	4	4	25	
40 miles and over 35.....	45	36	30	25	21	19	14	17	20	9	21	28	6½	7½	4½	6½	7	4½	4½	4½	4½	4½	26	
45 miles and over 40.....	48	38	31	26	22	20	15	18	21	9	22	30	7	7½	4½	7	7½	4½	4½	4½	4½	4½	27	
50 miles and over 45.....	50	40	33	27	23	21	15	19	22	9	23	31	7	7½	4½	7	7½	4½	4½	4½	4½	4½	28	
55 miles and over 50.....	52	42	34	28	24	22	16	20	23	10	24	32	7½	7½	4½	7½	7½	4½	4½	4½	4½	4½	28	
60 miles and over 55.....	52	42	34	28	24	22	16	21	23	10	24	32	7½	7½	4½	7½	7½	4½	4½	4½	4½	4½	29	
65 miles and over 60.....	54	43	35	29	25	22	16	22	23	10	25	33	8	7½	5	8	5	5	5	5	5	5	29	
70 miles and over 65.....	54	43	35	29	25	22	17	22	23	11	25	33	8	7½	5	8	5	5	5	5	5	5	30	
75 miles and over 70.....	56	45	37	31	26	23	17	23	24	11	26	34	8½	8	5	8	5	5	5	5	5	5	31	
80 miles and over 75.....	56	45	37	31	26	23	17	23	24	11	26	34	8½	8	5	8	5	5	5	5	5	5	32	
85 miles and over 80.....	58	46	38	32	27	24	18	23½	25	12	27	35	9	8½	5	9	8½	5	5	5	5	5	33	
90 miles and over 85.....	58	46	38	32	27	24	18	23½	25	12	27	35	9	8½	5	9	8½	5	5	5	5	5	34	
95 miles and over 90.....	60	48	39	33	28	25	18	24	25	12	28	36	10	8½	5	9½	8½	5	5	5	5	5	35	
100 miles and over 95.....	60	48	39	33	28	25	18	24	25	12	28	36	10	8½	5	9½	8½	5	5	5	5	5	35	
110 miles and over 100.....	62	50	41	34	29	26	18	25	26	13	28	37	10	8½	5	9½	8½	5	5	5	5	5	36	
120 miles and over 110.....	64	51	42	35	30	26	18	25½	27	13	30	38	10	8½	5	9½	8½	5	5	5	5	5	36	
130 miles and over 120.....	66	53	43	36	31	27	18	26	27	14	31	39	11	9	5½	10½	9	5½	5	5	5	5	37	

LOUISVILLE & NASHVILLE RAILROAD COMPANY—SCHEDULE E.

Rates of Freight between Local Stations in the State of Mississippi, in effect March 1, 1890.

DISTANCES.	PER HUNDRED POUNDS.										In Car Loads.									
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	Per 100 Lbs.			Per Ton 2,000 Lbs.	Per Car.	
															L	M	N		Live Stock, except Hogs.	Sheep, double deck, single
10 miles and under....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	60	5 00	6 00
15 miles and over 10..	15	13	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	70	6 00	7 00
20 miles and over 15..	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	90	7 00	8 00
25 miles and over 20..	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1 00	8 00	10 00
30 miles and over 25..	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1 05	10 00	12 00
35 miles and over 30..	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1 15	12 00	14 00
40 miles and over 35..	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1 20	14 00	17 00
45 miles and over 40..	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1 25	15 00	18 00
50 miles and over 45..	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	10	7	1 25	16 00	19 00
55 miles and over 50..	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	12	7	1 30	18 00	22 00
60 miles and over 55..	41	35	31	28	26	24	24	24	16	11	24	24	32	24	16	12	8	1 35	20 00	24 00
65 miles and over 60..	43	37	33	30	27	25	25	25	17	12	25	25	34	25	17	13	8	1 40	22 00	26 00
70 miles and over 65..	45	39	34	31	28	26	26	26	17	12	26	26	34	25	17	13	8	1 45	23 00	28 00
75 miles and over 70..	47	41	36	32	29	27	27	27	18	13	27	27	36	25	18	13	9	1 50	24 00	29 00
80 miles and over 75..	49	42	37	33	30	28	28	28	18	14	28	28	36	25	19	14	9	1 50	25 00	30 00
85 miles and over 80..	51	44	39	34	31	29	29	29	19	15	29	29	38	25	19	14	9	1 55	26 00	31 00
90 miles and over 85..	53	45	40	35	32	30	30	30	19	15	30	30	38	25	19	15	10	1 55	28 00	33 00
95 miles and over 90..	54	46	41	36	32	30	30	30	19	15	30	30	38	25	19	15	10	1 60	29 00	34 00
100 miles and over 95..	55	47	42	37	32	30	30	30	20	15	30	30	40	25	20	15	10	1 60	30 00	35 00

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

DISTANCES BETWEEN LOCAL STATIONS ON LOUIS- VILLE & NASHVILLE RAILROAD.

Stations in Mississippi—Distance from New Orleans.

	MILES
Claiborne.....	40
Gulf View.....	45
Waveland.....	48
Nicholson Avenue.....	50
Bay St. Louis.....	52
Henderson's Point.....	55
Pass Christian.....	58
Miltenbergers.....	60
Long Branch.....	64
Gulfport.....	67
Elberon.....	66
Mississippi City.....	71
De Buys.....	73
Beauvoir.....	75
Camp Ground.....	78
Biloxi.....	80
Ocean Springs.....	84
Bellefontaine.....	90
Lewis.....	95
West Pascagoula.....	97
Scranton.....	100
Orange Grove.....	107

LOCAL TARIFF No. B-101

of

GULF & SHIP ISLAND RAILROAD COMPANY,

(Cancels No. A-101 and all Supplements.)

Applying on

GENERAL MERCHANDISE,

between all stations on the

GULF & SHIP ISLAND RAILROAD.

Rates herein governed by Southern Classification (except as otherwise provided).

Intra-state traffic (having origin and destination in the State of Mississippi) received from and delivered to our connections only, will be governed by Illinois Central Classification, Issue B-304. This will not apply on traffic moving locally (between local stations only).

RULE 1. Commodity rates apply whether lower or higher than class rates.

RULE 2. Minimum charge on small shipments will be for 100 pounds at Class or Commodity rate to which article belongs, provided, however, that no shipment, however small, will be taken for less than 25 cents.

RULE 3. All goods must be securely packed and well marked. The Southern Classification rulings must be rigidly enforced. All fragile articles, viz., Sewing Machines, Pianos, Organs, Sheet Iron or Galvanized Flues, etc., must be securely crated.

RULE 4. Prepayment will be required on all articles that will not bring amount of freight charges at a forced sale.

Issued May 31, 1904.

Effective May 31, 1904.

GULF & SHIP ISLAND RAILROAD.

GROUP	CLASSES, IN CENTS PER HUNDRED POUNDS.												Per Bbl.
	1	2	3	4	5	6	A	B	C	D	E	H		F
A	25	22	18	15	12	11	10	15	12	10	15	20	20
B	50	40	30	27	25	18	15	24	16	12	20	28	30
C	60	50	40	35	30	25	20	26	18	15	25	33	32
D	65	53	44	38	32	30	22	26	20	16	28	35	34
E	70	56	48	40	35	32	24	26	20	16	29	36	36

EXPLANATION OF GROUPS.

A—For distance less than 10 miles.

B—For distance of 10 miles and under 30 miles.

C—For distance of 30 miles and under 90 miles.

D—For distance of 90 miles and under 150 miles.

E—For distance of 150 miles and under 200 miles.

GULF & SHIP ISLAND RAILROAD—Continued.

In Cents Per Hundred Pounds, Unless Otherwise Specified.

COMMODITY RATES.	GROUPS.				
(Carload Minimum 24,000 Pounds, Unless Otherwise Specified.)	A	B	C	D	E
Bagging and cotton ties, C L, minimum 30,000 lbs.	10	15	20	22	24
Brick, common or fire, C L, minimum 30,000 lbs.	5	5	5	6	6
Building material, viz.: Lime, cement, plaster, sand, brick, lumber, laths and shingles, may be shipped in mixed carloads.					
Cement, lime and plaster, C L, minimum 30,000 lbs.	5	5	7	8	9
Cement, lime and plaster, C L, minimum 30,000 lbs.	15	15	21	24	27
Charcoal, C L, minimum 20,000 lbs.	5	5	7	8	9
Clay, C L, minimum 30,000 lbs.	5	5	5	6	6
Coal, C L, minimum capacity of car, unless actual scale weight is less.	5	5	5	6	6
Coal, L C L, in sacks.	10	15	20	22	24
Cotton, any quantity, per bale.	1 25	1 25	1 25	1 25	1 50
Cotton seed, C L, minimum 30,000 lbs.	8	8	8	8	8
Cotton seed meal, cake, hulls, C L, straight or mixed, minimum 30,000 lbs.	5	5	5	6	6
Cotton seed meal, cake, hulls, L C L.	8	10	12	13	13
Cotton seed hulls, C L.	5	5	5	6	6
Cotton seed oil, C L, in barrels; in tanks, capacity of tank.	15	15	15	15	15
Canned goods, any quantity.					
Empty mineral water bottles, returned, L C L, per case.	10	10	12	15	18
Empty mineral water bottles, returned, L C L, per barrel.	20	20	24	35	40
Emigrants' movables, C L, per car.	15 00	25 00	30 00	35 00	40 00
Fertilizers, C L, minimum 30,000 lbs.	5	5	5	6	6

GULF & SHIP ISLAND RAILROAD—Continued.

In Cents Per Hundred Pounds, Unless Otherwise Specified.

COMMODITY RATES.	GROUPS.				
(Carload Minimum 24,000 Pounds, Unless Otherwise Specified.)	A	B	C	D	E
Fertilizers, L C L.....	8	10	12	13	13
Grain and grain products (Note 4).....	10	11	12	13	13
Flour (Note 5).....	12	12	14	15	15
Hay.....	10	11	12	13	13
†Household goods, L C L.....	25	50	60	65	70
Ice, C L.....	5	5	7	8	9
Iron—					
Iron or steel rails and fastenings, scrap iron, C L, minimum 30,000 lbs., per net ton 2,240 lbs.....	75	1 35	1 75	1 85	2 00
Special, C L, minimum 30,000 lbs.....	15	15	18	19	20
Special, L C L.....	15	17	20	23	25
Liquors, any quantity, minimum charge 50 cents on each and every consignment, between all stations except Jackson, Laurel, Hattiesburg, Lumberton and Gulfport.....	50	1 00	1 20	1 30	1 40

† Household goods must be well packed and marked, fully released. Valuation limited to \$5 per hundred pounds in case of loss or damage, and so expressed in bill of lading.

GULF & SHIP ISLAND RAILROAD—Continued.

In Cents per Hundred Pounds, Unless Otherwise Specified.

	GROUPS.				
	A	B	C	D	E
COMMODITY RATES.					
(Carload Minimum 24,000 Pounds, Unless Otherwise Specified.)					
Live stock, C L, released, horses, mules, cattle, hogs, sheep, S D, per car.....	15 00	25 00	30 00	35 00	40 00
Live stock, L C L, fully released, weights as per Southern Classification (to be fed at owners' expense).....	25	50	60	65	70
Lumber, lath, logs, timber, staves, shingles, sawed cross ties, C L, minimum 30,000 lbs.....	5	5	7	7	8
Lumber, lath, logs, timber, staves, shingles, sawed cross ties, L C L.....	10	10	14	14	16
Mineral waters, in glass, packed, released (from manufacturers on Gulf & Ship Island Railroad only).....	12	15	15	20	25
Naval stores, C L (shippers to load and consignees to unload):					
Rosin and pine tar, in barrels, C L.....	7	8	9	10	11
Rosin and pine tar, in barrels, L C L.....	11	18	25	30	32
Turpentine, in barrels, minimum 24,000 lbs., in tanks, minimum capacity of tank at estimated weight, 7 pounds per gallon.....	10	13	15	16	18
Turpentine, L C L.....	11	18	25	30	32
Mixed car loads will take carload rate on each article, any deficit in minimum weight of 30,000 lbs., to be added to actual weight of turpentine.					
Oyster shells, C L, minimum 30,000 lbs.....	5	5	5	6	6
Pipe, sewer, minimum 30,000 lbs.....	9	9	9	10	10
Salt, C L, coarse (not pocket or table).....	5	5	7	8	9

GULF & SHIP ISLAND RAILROAD—Continued.
In Cents Per Hundred Pounds, Unless Otherwise Specified.

	GROUPS.				
	A	B	C	D	E
CGMMMODITY RATES. (Carload Minimum 24,000 Pounds, Unless Otherwise Specified.)					
Sand, C L, minimum 30,000 lbs.....	5	5	5	6	6
Saw dust and shavings, per car 30,000 lbs.....	5 00	7 00	10 00	12 50	15 00
Shingles, C L, minimum 30,000 lbs.....	5	5	7	7	8
Shingles, L C L.....	10	10	14	14	16
Slate, C L, minimum 30,000 lbs.....	5	5	5	6	6
Staves, C L, minimum 30,000 lbs.....	5 00	7 00	10 00	12 50	15 00
Staves, common, rough pine, not worked, per car 40,000 lbs.....	5	5	7	8	9
Stone (broken), rubble, etc., C L, minimum 40,000 lbs.....	5	5	7	8	9
Stone or marble, rough or sawed, rubbed, etc., C L, minimum 30,000 lbs.....	12	12	12	13	13
Stoves and stoveware, L C L, fully released.....	25	50	60	65	70
Wood, per car of 40,000 lbs.....	5 00	7 00	10 00	12 50	15 00
Wool, any quantity.....	15	25	31½	36	36

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

Car Loads, Minimum 24,000 Pounds, Unless Otherwise Specified.

COMMODITY.	FROM	TO	PER	RATE
Ice, C L.....	Gulfport.....Miss.	Columbia.....Miss.	100 lbs.....	7
Bananas, C L, of 18,000 lbs. NOTE.—Pass messenger in charge free, with peddling privilege on local freight trains.	Gulfport.....Miss.	Lumberton.....Miss. Columbia.....Miss. Jackson.....Miss. Laurel.....Miss. Hattiesburg.....Miss.	Car.....	35 00
Emigrants' movables. NOTE.—Will include 5 head of cattle; man in charge free.	Jackson.....Miss.	Gulfport.....Miss.	Car.....	25 00
Sash, doors and blinds, C L.....	Jackson.....Miss.	Laurel.....Miss. Hattiesburg.....Miss.	100 lbs.....	32
Fertilizers and cotton seed meal, C L, minimum 30,000 lbs. NOTE.—On Laurel business G. & S. I. pays switching at Jackson, and on Hattiesburg traffic, the switching at Jackson and Hattiesburg.	Jackson.....Miss.	Lumberton.....Miss. Hattiesburg.....Miss. Columbia.....Miss. Lumberton.....Miss.	100 lbs..... Net ton 2,000 lbs. Net ton 2,000 lbs. Net ton 2,000 lbs.	24 25 90 110
Grain and grain products, C L, minimum 30,000 lbs. (Note 4) Flour, grits and meal, C L, minimum 30,000 lbs. (Note 4) Hay, minimum 20,000 lbs.....	Gulfport.....Miss.	Gulfport.....Miss. Lumberton.....Miss. Hattiesburg.....Miss. Laurel.....Miss. Columbia.....Miss. Taylorsville.....Miss. Taylorsville.....Miss. Laurel.....Miss. Columbia.....Miss.	100 lbs..... 100 lbs..... 100 lbs..... 100 lbs..... 100 lbs..... 100 lbs..... 100 lbs..... 100 lbs..... 100 lbs..... 100 lbs.....	10 12 12 10 10 10 10 10 10 110
Fertilizers and cotton seed meal, C L, minimum 30,000 lbs.....	Gulfport.....Miss.	Columbia.....Miss.	Net ton 2,000 lbs.	110

Car Loads, Minimum 24,000 Pounds, Unless Otherwise Specified—Continued.

COMMODITY.	FROM	TO	PER	RATE
Sugar.....	Gulfport.....Miss.	Group A.....	100 lbs.....	11
Molasses.....		Group B.....		15
Rice.....		Group C.....	100 lbs.....	20
Coffee.....		Group D.....		
		Group E.....Miss.		
		Hattiesburg.....Miss.		
Packing-house products.....	Gulfport.....Miss.	Laurel.....Miss.	100 lbs.....	25½
		Lumberton.....Miss.		
		Columbia.....Miss.		
Nails.....	Gulfport.....Miss.	All G. & S. I. Stations.	100 lbs.....	20
		Laurel.....Miss.		
		Columbia.....Miss.		
		Hattiesburg.....Miss.	100 lbs.....	25
		Lumberton.....Miss.		
		Jackson.....Miss.		
Canned goods.....	Gulfport.....Miss.	Group A.....	100 lbs.....	15
		Group B.....	100 lbs.....	18
		Group C.....	100 lbs.....	27
		Group D.....		
		Group E.....	100 lbs.....	35

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

RULES.

NOTE 1.—Lumber, rough and dressed, rates will apply on the following articles, in straight or mixed carloads: Fence posts, heading bolts, hoop poles, hub bolts, laths, logs (all kinds), lumber (dressed), lumber (rough), piling, rived spokes, shingle bolts, shingles, spoke bolts, stave bolts, telegraph and telephone poles.

NOTE 2.—Packing-house product rates will apply on the following articles: Bacon, in bags, barrels, boxes, casks or crates; beef, dried, in barrels, boxes, casks, crates, sacks or loose; beef, pickled; cotton seed foots; cracklings, loose (sizing or scrap); grease, in buckets, pails, tubs, barrels or iron drums; hair, hogs'; hams and shoulders, in bags, barrels, boxes, casks or crates; hides and sheep pelts, green; intestines, beef and hog, uncleaned, in barrels or boxes; lard, in barrels, boxes, buckets, casks or crocks; lard, leaf, packed or in bulk; lard, in bulk or tank cars; lard oil; lard substitutes (cottolene, cotosuet and vegetole); meats, dried or salted, in bags, barrels, boxes, casks, crates or in bulk; meats, pickled, in glass; oleo oil, in barrels or tierces; pigs' feet, in bulk carload (to be loaded and unloaded by owner), or packed in wood; pork, packed in wood; sausage, dried or canned; sausage casings, pickled, in barrels or kegs; sheep skin trimmings, green; stearine; tails, in barrels, casks or kegs; tallow, in barrels, casks or kegs; tallow oil, in barrels, casks or kegs; tongues, pickled, in wood; tripe, in barrels, casks or kegs. Packing-house products in bulk will be taken in carloads only.

FRESH MEATS, PACKING-HOUSE PRODUCTS AND LARD, PACKED,
MIXED CARLOADS.

Fresh meats, dressed beef, mutton, hogs, cured packing-house products and lard, packed, in mixed carloads, may be taken at the carload rate on each, the charge for the entire shipment not to be less than for 20,000 pounds at the fresh meat rate.

NOTE 3.—Special iron rates will apply on the following articles: *Iron*: Architectural, viz., angle bars, capitals, channel bars, columns, beams, rolled girders, jambs (door and window), lintels, pedestals, plates, saddles, sills; axles, car, carriage or wagon; blooms and billets, L C L; boiler tubes or flues; bolts, in bundles, kegs, casks, barrels or drums; boxes, carriage and wagon, packed; brake beams; brake shoes and slugs, in barrels or casks; brake shoes, loose or wired in bundles; brake shoe keys, packed or wired in bundles; bridge material; car bolsters; car couplers, or parts thereof, and drawbars, loose, O R of wet and breakage; car replacers, in bundles; castings (not machinery), each piece weighing 200 pounds or over, O R of breakage; castings or forgings, parts of compresses, each piece weighing 2,000 pounds or over; owners to load and unload

castings, draft iron; castings, in carloads; castings, rough, N O S, not machinery nor parts thereof, nor sewing machines nor parts thereof, nor stove casting, packed in barrels, kegs or loose; cattle guards, wrought; chains; crossties; crowbars; fastenings, L C L; fence posts; fish bars, L C L; filings; *frogs, railroad, L C L; galvanized iron; harrow teeth, packed; jail plate; kilns, lime, or parts thereof, K D, crated, boxed, or in bundles, C L; lap rings; links and pins, railroad, in bundles or packed; merchant iron or steel (bar, band, boiler, hoop, plate, rod); nuts, in bundles, kegs, casks, barrels or drums; picks or mattocks, in bundles or packed; pipe, cast or wrought; pipe fittings, in barrels, casks, kegs or wired in bundles; pipe, lined with cement; †plow iron, viz., axes (plow), bands, bars, bases, blades, bottoms, castings, clamps, clevises, coulters, couplers, cutters, fenders, fin cutters, frames, frogs, frog bars, gauge wheels, heels, heel bolts, jointers, lands, land bars, land slides, levers, molds, plates, plant fenders, points, rods, runners, seats, shares, shins, slides, spreaders, standards, sweep seats, wings and wrenches; poles and cross-arms, electric light or railway; *rail braces, steel, L C L; rivets, in bundles, kegs, casks, barrels or drums; roofing; rust; sadirons, in barrels, casks, crates, or kegs; sash weights; sawdust, rusted, packed; scrap; sheet iron; shingle bands; shoes, horse, mule and ox, packed; skeins, carriage and wagon, packed; skelp; sledges (without handles); standpipe, K D; staples, packed; strap hinges, packed, value limited to 2½ cents per pound; *switches and switchstands, L C L; timber hangers; tires, vehicle; trucks, car, without motors; washers, in bundles, kegs, sacks, barrels or drums; wheels, car; wire, barb; wire, fence; wire rope; wire, telegraph (not, copper).

Shipping tickets must show contents of packages, and packages must be so marked, and shippers are required to guarantee that the contents of packages are as stated and marked.

NOTE 4.—Grain and grain products, viz.: Corn, barley, oats, rye, bran, feed and mill stuff.

NOTE 5.—Flour, grits, hominy, viz.: Wheat flour, in barrels or sacks; corn hominy, in barrels; corn grits, in barrels or sacks; corn meal, in sacks and barrels.

LIST OF STATIONS AND DISTANCES—ALL IN STATE OF MISSISSIPPI.

TO	MILES FROM							
	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
Gulfport.....	---	71	160	44	61	92	112	153
North Gulfport.....	2	69	158	42	59	90	110	151
*Landon.....	5	66	155	39	56	87	107	148
*Nugent.....	8	63	152	36	53	84	104	145
Lyman.....	10	61	150	34	51	82	102	143
*Keno.....	12	59	148	32	49	80	100	141
*Wortham.....	14	57	146	30	47	78	98	139
*Bellevs.....	17	54	143	27	44	75	95	136
Saucier.....	19	52	141	25	42	73	93	134
*Hyde Spur.....	20	51	140	24	41	72	92	133
Howison.....	22	49	138	22	39	70	90	131
*Millview.....	23	48	137	21	38	69	89	130
McHenry.....	24	47	136	20	37	68	88	129
*Perry.....	25	46	135	19	36	67	87	128
*Ten Mile.....	28	43	132	16	33	64	84	125
Perkinston.....	30	41	130	14	31	62	82	123
*India.....	32	39	128	12	29	60	80	121
Wiggins.....	35	36	125	9	26	57	77	118
Bond.....	38	33	122	6	23	54	74	115
*Whites.....	39	32	121	5	22	53	71	112
*White Pond.....	40	31	120	4	21	52	72	113
*Holmes Spur.....	42	29	118	2	18	50	70	111
*Inez.....	43	28	117	1	18	49	69	110
Maxie.....	44	27	116	---	17	48	68	109
*Yaeton.....	48	23	112	4	21	52	64	105
Brooklyn.....	50	21	110	6	23	54	62	103
*Griffies.....	51	20	109	7	24	55	61	102
*Rosine.....	53	18	107	9	26	57	59	100
*Epps.....	56	15	104	12	29	60	56	97
McLaurin.....	58	13	102	14	31	62	54	95
*Carters.....	61	10	99	17	34	65	51	92
Ralston.....	64	7	96	20	37	68	48	89
*Toomers.....	66	5	94	22	39	70	46	87
*Palmer.....	67	4	93	23	40	71	45	86
Hattiesburg.....	71	---	89	27	44	75	41	82
*Riverside.....	74	3	86	30	47	78	38	79
*Mammoth Springs.....	76	5	84	32	49	80	36	77
*Bowie.....	77	6	83	33	50	81	35	76
*Monroe.....	79	8	81	35	52	83	33	74
*Granberry.....	81	10	79	37	54	85	31	72
Lux.....	82	11	78	38	55	86	30	71
Sanford.....	85	14	75	41	58	89	27	68
*Curry Creek.....	87	16	73	43	60	91	25	66
*Pickering.....	88	17	72	44	61	92	24	65
*Conners.....	90	19	70	46	63	94	22	63
So. Seminary.....	91	20	69	47	64	95	21	62

GULF & SHIP ISLAND RAILROAD COMPANY.

TO	MILES FROM							
	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
Seminary.....	92	21	68	48	65	96	20	61
*Tindall.....	94	23	66	50	67	98	18	59
*Moscos.....	95	24	65	51	68	99	17	58
*Kola.....	96	25	64	52	69	100	16	57
Collins.....	99	28	61	55	72	103	13	54
Ora.....	100	29	60	56	73	104	12	53
*Mish.....	105 ^a	34	55	61	78	109	7	48
*Leeks.....	105 ^d	34	55	61	78	109	7	48
*Shepards.....	107	36	53	63	80	111	5	46
Mt. Olive.....	109 ^a	38	51	65	82	113	3	44
*Bentley & Ward.....	109 ^d	38	51	65	82	113	3	44
Saratoga.....	112	41	48	68	85	116	---	41
*Coat.....	115	44	45	71	88	119	3	44
Magee.....	118	47	42	74	91	122	6	47
*Smith's Mill.....	120	49	40	76	93	124	8	49
*Harman.....	123	52	37	79	96	127	11	52
*Weatherby's Pit.....	124	53	36	80	97	128	12	53
Weatherby.....	126	55	34	82	99	130	14	55
Mendenhall.....	129	58	31	85	102	133	17	58
D'Lo.....	131	60	29	87	104	135	19	60
*Pine View.....	133	62	27	89	106	137	21	62
*Sandifer.....	135	64	25	91	108	139	23	64
Braxton.....	136	65	24	92	109	140	24	65
*Webster.....	139	68	21	95	112	143	27	68
Star.....	143	72	17	99	116	147	31	72
Florence.....	149	78	19	105	122	153	37	76
*Plain.....	154	83	6	110	127	158	42	81
Jackson.....	160	89	---	116	133	164	48	89
COLUMBIA BRANCH.								
*Helena.....	A49	32	121	5	12	44	73	114
*Alexander.....	A52	35	124	8	9	41	76	117
*Elder.....	A53	36	125	9	8	40	77	118
*Youngs.....	A55	38	127	11	6	38	79	120
Lumberton.....	A61	44	133	17	---	32	85	126
*Footes.....	A68	51	140	24	8	24	92	133
*Rousseau.....	A69	52	141	25	9	23	93	134
Baxterville.....	A71	54	143	27	11	21	95	136
*Ewings.....	A73 ^a	56	145	29	13	19	97	138
*Lawless.....	A73 ^d	56	145	29	13	19	97	138
*Rouse Spurr.....	A75	58	147	31	15	17	99	140
*Pine Bur.....	A80	63	152	36	20	12	104	145
Hub.....	A83	66	155	39	23	9	107	148
*Moss Spur.....	A87	70	159	43	27	5	111	152

GULF & SHIP ISLAND RAILROAD COMPANY.

TO	MILES FROM							
	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
*Lampton.....	A88	71	160	44	28	4	112	153
*Langfords.....	A90	74	163	47	30	2	114	155
Columbia.....	A92	75	164	48	31	---	116	157
LAUREL BRANCH.								
*Hubbard.....	B113	42	49	69	86	117	1	39
*Low.....	B117	46	53	73	90	121	5	35
*Turner's.....	B119	48	55	75	92	123	7	23
*Abel.....	B120	49	56	76	93	124	8	30
Mize.....	B122	51	58	78	95	126	10	38
*Roberts.....	B124	53	60	80	97	128	12	36
*Bunker Hill.....	B126	55	62	82	99	130	14	22
Taylorville.....	B130	59	66	86	103	134	18	29
*Gambrell.....	B134	62	69	89	106	137	21	27
Summerland.....	B135	64	71	91	108	139	23	14
*Gitano.....	B138	67	74	94	111	142	26	12
*Brady.....	B140	69	76	96	113	144	28	10
Soso.....	B142	71	78	98	115	146	30	17
*Service.....	B146	74	81	101	118	149	33	1
Laurel.....	B152	82	89	109	126	157	41	---
SILVER CREEK BRANCH.								
*Addie.....	C134	63	36	90	107	138	22	63
*Merritt.....	C134	63	36	90	107	138	22	63
Pinola.....	C138	67	40	94	111	142	26	67
*Strong River.....	C139	68	41	95	112	143	27	68

* Non-agency stations. Freight must be prepaid.

† Constructive.

Hattiesburg, Laurel and Lumberton junction points with N. O. & N. E. Ry. Gulfport junction point with L. & N. R. R. Jackson junction point with Illinois Central Ry. and A. & V. R. R. Hattiesburg junction point with Pearl & Leaf River Ry. and M., J. & K. C. R. R.

Mileages from Gulfport indicate Station Numbers; prefix A for Columbia Branch, B for Laurel Branch and C for Silver Creek Stations.

Laurel.....Miss.	Flour, grits and meal, C L, minimum 30,000 lbs. (Note 4).....	12
Lumberton.....Miss.		
Hattiesburg.....Miss.		
Columbia.....Miss.		
Taylorville.....Miss.		
Laurel.....Miss.	Fertilizers and cotton seed meal, C L, minimum 30,000 lbs.....	5½
Columbia.....Miss.	Fertilizers and cotton seed meal, C L, minimum 30,000 lbs.....	5
Group A.....	Sugar, molasses, rice, coffee.....	11
Group B.....	Sugar, molasses, rice, coffee.....	15
Group C.....		
Group D.....	Sugar, molasses, rice, coffee.....	20
Group E.....		
Hattiesburg.....Miss.		
Laurel.....Miss.	Packing-house products.....	25½
Lumberton.....Miss.		
Columbia.....Miss.		
Laurel.....Miss.		
Lumberton.....Miss.	Canned goods.....	25
Hattiesburg.....Miss.		
Columbia.....Miss.		
Jackson.....Miss.		
Group A Stations.....	Canned goods.....	15
Group B Stations.....	Canned goods.....	18
Group C Stations.....	Canned goods.....	27
Group D Stations.....	Canned goods.....	35
Group E Stations.....		
Group D Stations.....	Farm wagons, vehicles and buggies.....	Same rates as to Group C points.
Group E Stations.....		
All G. & S. I. Stations.....	Nails.....	20

GULF & SHIP ISLAND RAILROAD CO.—Continued.

FROM JACKSON, MISS. TO	COMMODITIES. In Cents Per Hundred Pounds, Unless Otherwise Specified.	RATE
Gulfport.....	Emigrants' movables (including 5 head of cattle; man in charge free).....	32
Laurel.....	Sash, doors, and blinds, C L, minimum 24,000 lbs.....	24
Hattiesburg.....	Sash, doors and blinds, C L, minimum 24,000 lbs.....	25
Lumberton.....	Fertilizers and cotton seed meal, C L, minimum 30,000 lbs.....	4½
Laurel.....	Fertilizers and cotton seed meal, C L, minimum 30,000 lbs.....	5½
Hattiesburg.....	Fertilizers and cotton seed meal, C L, minimum 30,000 lbs.....	6
Columbia.....	G. & S. I. pays switching charges at Jackson and Hattiesburg, Miss.	21
Gulfport.....	Cement, L C L.....	10
Lumberton.....	Fire brick, L C L.....	12
Columbia.....	Fire brick L C L.....	12
G. & S. I. Local Stations—		
Groups A, B and C.....		
Groups D and E.....		
BETWEEN ALL STATIONS.		
Group A.....	Staves, C L, minimum 30,000 lbs.....	5
Group B.....	Staves, C L, minimum 30,000 lbs.....	7
Group C.....	Staves, C L, minimum 30,000 lbs.....	8
Group D.....	Staves, C L, minimum 30,000 lbs.....	5 00
Group E.....	Staves, common rough pine, not worked, min. wt. 40,000 lbs., per car.....	7 00
Group A.....	Staves, common rough pine, not worked, min. wt. 40,000 lbs., per car.....	7 00
Group B.....	Staves, common rough pine, not worked, min. wt. 40,000 lbs., per car.....	7 00

Group C.....	Staves, common rough pine, not worked, min. wt. 40,000 lbs., per car.....	10 00
Group D.....	Staves, common rough pine, not worked, min. wt. 40,000 lbs., per car.....	12 50
Group E.....	Staves, common rough pine, not worked, min. wt. 40,000 lbs., per car.....	15 00

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

Rates on salt apply on all kinds of salt, including pocket salt.

Refer to last page of tariff and make following changes:

Ralston, Miss. Change to prepaid point.

Seminary (Station 92). Change to Napier.

South Seminary (Station 91). Change to Seminary.

*Bellevue (Station 17). Abandoned.

*Rouse Spur (Station A 75). Abandoned.

Strong River (Station C 139). Abandoned.

*Merit, miles from Gulfport.....	C 132.	From Mendenhall.....	3
*Addie, miles from Gulfport.....	C 133.	From Mendenhall.....	5
Pinola, miles from Gulfport.....	C 137.	From Mendenhall.....	8
*Bush, miles from Gulfport.....	C 139.	From Mendenhall.....	10
*Shivers, miles from Gulfport.....	C 144.	From Mendenhall.....	15
*Utopia, miles from Gulfport.....	C 147.	From Mendenhall.....	18
Hebron, miles from Gulfport.....	C 148.	From Mendenhall.....	19
*Grange, miles from Gulfport.....	C 152.	From Mendenhall.....	23
Silver Creek, miles from Gulfport.....	C 157.	From Mendenhall.....	28

* Prepaid points. New Stations on Silver Creek Branch.

Issued September 26, 1904.

Effective October 1, 1904.

GULF & SHIP ISLAND RAILROAD COMPANY.

SUPPLEMENT No. 13

(Supplements Nos. 12 and 13 include all changes.)

TO

LOCAL TARIFF B-101.

LIST OF STATIONS AND DISTANCES—ALL IN STATE OF MISSISSIPPI.

TO	MILES FROM							
	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
Gulfport.....	---	71	160	44	61	92	112	153
*Landon.....	5	66	155	39	56	87	107	148
*Nugent.....	8	63	152	36	53	84	104	145
Lyman.....	10	61	150	34	51	82	102	143
*Keno.....	12	59	148	32	49	80	100	141
*Wortham.....	14	57	146	30	47	78	98	139
Saucier.....	19	52	141	25	42	73	93	134
Howison.....	22	49	138	22	39	70	90	131
*Millview.....	23	48	137	21	38	69	89	130
*McHenry.....	24	47	136	20	37	68	88	129
*Perry.....	25	46	135	19	36	67	87	128
*Ten Mile.....	28	43	132	16	33	64	84	125
Perkinston.....	30	41	130	14	31	62	82	123
*Inda.....	32	39	128	12	29	60	80	121
Wiggins.....	35	36	125	9	26	57	77	118
Bond.....	38	33	122	6	23	54	74	115
*Holmes Spur.....	42	29	118	2	18	50	70	111
*Inez.....	43	28	117	1	18	49	69	110
Maxie.....	44	27	116	---	17	48	68	109
Brooklyn.....	50	21	110	6	23	54	62	103
*Rosine.....	53	18	107	9	26	57	59	100
*Epps.....	56	15	104	12	29	60	56	97
McLaurin.....	58	13	102	14	31	62	54	95
*Ralston.....	64	7	96	20	37	68	48	89
*Palmer.....	67	4	93	23	40	71	45	86
Hattiesburg.....	71	---	89	27	44	75	41	82
*Mammoth Springs.....	76	5	84	32	49	80	36	77
*Bowie.....	77	6	83	33	50	81	35	76
Lux.....	82	11	78	38	55	86	30	71
Sanford.....	85	14	75	41	58	89	27	68
*Curry Creek.....	87	16	73	43	60	91	25	66
*Pickering.....	88	17	72	44	61	92	24	65
Seminary.....	91	20	69	47	64	95	21	62
Gardi.....	92	21	68	48	65	96	20	61
*Kola.....	96	25	64	52	69	100	16	57

GULF & SHIP ISLAND RAILROAD COMPANY.

TO	MILES FROM							
	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel
Collins.....	99	28	61	55	72	103	13	54
Ora.....	100	29	60	56	73	104	12	53
*Mish.....	105	34	55	61	78	109	7	48
Mt. Olive.....	109	38	51	65	82	113	3	44
Saratoga.....	112	41	48	68	85	116	---	41
*Coat.....	115	44	45	71	88	119	3	44
Magee.....	118	47	42	74	91	122	6	47
Weatherby.....	126	55	34	82	99	130	14	55
Mendenhall.....	129	58	31	85	102	133	17	58
D'Lo.....	131	60	29	87	104	135	19	60
Braxton.....	136	65	24	92	109	140	24	65
*Webster.....	139	68	21	95	112	143	27	68
Star.....	143	72	17	99	116	147	31	72
Florence.....	149	78	19	105	122	153	37	76
*Plain.....	154	83	6	110	127	158	42	81
Jackson.....	160	89	---	116	133	164	48	89
COLUMBIA BRANCH.								
*Helena.....	A49	32	121	5	12	44	73	114
*Youngs.....	A55	38	127	11	6	38	79	120
Lumberton.....	A61	44	133	17	---	32	85	126
Baxterville.....	A71	54	143	27	11	21	95	136
*Ewings.....	A73a	56	145	29	13	19	97	138
*Lawless.....	A73d	56	145	29	13	19	97	138
*Pine Burr.....	A80	63	152	36	20	12	104	145
Hub.....	A83	66	155	39	23	9	107	148
*Lampton.....	A88	71	160	44	28	4	112	153
Columbia.....	A92	75	164	48	31	---	116	157
LAUREL BRANCH.								
*Hubbard.....	B113	42	49	69	86	117	1	39
*Low.....	B117	46	53	73	90	121	5	35
*Abel.....	B120	49	56	76	93	124	8	32
Mize.....	B122	51	58	78	95	126	10	30
*Bunker Hill.....	B126	55	62	82	99	130	14	26
Taylorville.....	B130	59	66	86	103	134	18	22
*Gambrell.....	B134	62	69	89	106	137	21	19
Summerland.....	B135	64	71	91	108	139	23	17
*Gitano.....	B138	67	74	94	111	142	26	14
*Brady.....	B140	69	76	96	113	144	28	12
Soso.....	B142	71	78	98	115	146	30	10
*Service.....	B146	74	81	101	118	149	33	7
Laurel.....	B152	82	89	109	126	157	41	---

GULF & SHIP ISLAND RAILROAD COMPANY.

TO	MILES FROM							
	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
SILVER CREEK BRANCH.								
*Merit.....	C132	61	34	88	105	136	20	61
Pinola.....	C137	66	39	93	110	141	25	66
*Bush.....	C139	68	41	95	112	143	27	68
*Shivers.....	C144	73	46	100	117	148	32	73
Hebron.....	C148	77	50	104	121	152	36	77
*Grange.....	C152	81	54	108	125	156	40	81
Silver Creek.....	C157	86	59	113	130	161	45	86

* Non-agency stations. Freight must be prepaid.

† Constructive.

Hattiesburg, Laurel and Lumberton Junction points with N. O. & N. E. Ry. Gulfport junction point with L. & N. R. R. Jackson junction point with Y. & M. V. R. R., Illinois Central Ry. and A. & V. R. R. Hattiesburg junction point with Miss. Cent. R. R. and M., J. & K. C. R. R.

Mileages from Gulfport indicate Station Numbers; prefix A for Columbia Branch, B for Laurel Branch and C for Silver Creek Branch Stations.

Issued November 17, 1904.

Effective November 20, 1904.

GULF & SHIP ISLAND RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

SUPPLEMENT No. 30

(Cancels Supplement No. 28 and 29 in full, and Supplements 12 and 13 in conflict. Supplements 12, 13, and 30 include all changes.)

To

LOCAL TARIFF No. B-101.

Carload minimum 24,000 pounds, unless otherwise specified.

In dollars and cents per hundred pounds, unless otherwise specified.	A	B	C	D	E
Special iron and steel articles, per gross ton 2,240 pounds, viz.:					
Rail (iron and steel), C L.....	75	135	175	185	200
Rail fastenings and track material, C L.....	100	162	210	222	240
Scrap iron, C L.....	75	135	175	185	200
Special, C L (Note 3), per 100 lbs.....	15	15	18	19	20
Special, L C L (Note 3), per 100 lbs.....	15	17	20	23	25
Cotton seed hulls, C L.....	5	5	5	6	6
Gulfport to Laurel, 5½ cents; to Columbia, 5 cents.					

Nails, estimated at 100 lbs. per keg, Gulfport to all stations, 20 cents.

Correct Note 3 to read "Special iron rate will apply on articles enumerated below, except where lower rates are specifically named in commodity rates carried in tariff and supplements."

Pratt, Miss. (Station 92), changed to Gandisi, Miss.

Shivers, Miss., on Silver Creek Branch, changed to collect station.

*Arbo, prepay station, 105.60 miles from Gulfport, change to collect station, 7.13.

Household goods, less than car loads, will be governed by Southern Classification. Cancel commodity rates now carried in tariff.

Bottled beer, in barrels, (minimum 250 lbs.), Gulfport to Jackson, 35 cents; to Hattiesburg, 25 cents. Beer, in kegs, weights as per, Southern Classification, Gulfport, Miss., to Jackson, Miss., 35 cents per 100 lbs.

Change description of molasses to read, "Molasses and syrups (except fountain and coloring syrup), including glucose syrup, O R L, in wood or in tin cans, boxed; also in tank cars."

Louisiana products, any quantity, Gulfport to Groups					
	A	B	C	D	E
Sugar, molasses, coffee.....	12	25	30	32	35
Rice.....	11	18	15	30	32

See tariff for explanation of groups.

Gravel, C L, same as Sand.

Correct Mish to collect station, 105 miles from Gulfport, Miss.

Following is a list of fertilizer and fertilizer material, applying on carloads, straight or mixed:
NOTE 6.—

Acid, sulphuric, in tank cars.

Acidulated rock.

Ammonia, sulphate of, when shipped to fertilizer factories.

Ammoniated fertilizers.

Ashes, wood.

Bones and bonedust, packed in bbls. or casks (not taken in bags).

Brimstone, when shipped to fertilizer factories.

Cake, nitre.

Cake, salt.

Cotton seed meal or cake.

Castor pomace.

Glucose, refuse, when shipped to fertilizer factories.

Guano.

Gypsum land plaster.

Kamit, when shipped to fertilizer factories.

Lime, acetate.

Marl, greensand, in bags, bbls. or casks (not taken when in bulk).

Meal, gluten, when shipped to fertilizer factories.

Meal, linseed, and linseed oil meal.

Muriate of potash.

Phosphate rock, ground.

Plaster, land.

Potash, German, muriate and sulphate, when shipped to fertilizer factories.

Pyrites.

Nitrate of soda.

Shells, oyster, ground, when shipped to fertilizer factories.

Soda, silicate of, in tank cars.

Sulphur, when shipped to fertilizer factories.

Tankage and dried blood.

Tobacco sweepings, in bags, bales, barrels or casks, for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10 per ton and so expressed on bill of lading (see Classification, Rule 6).

Issued September 21, 1905.

Effective September 25, 1905.

M., J. & K. C. R. R.

TABLE OF DISTANCES BETWEEN EACH STATION.

	MILES
Orchard to Crusher.....	2.61
Crusher to Semmes.....	2.51
Semmes to Wilmer.....	7.01
Wilmer to Latonia.....	5.32
Latonia to Brushy.....	2.93
Brushy to Donovan.....	2.57
Donovan to Evanston.....	3.52
Evanston to Lucedale.....	2.01
Lucedale to Eubank.....	4.32
Eubank to Boxley.....	2.50
Boxley to Merrill.....	3.11
Merrill to Leaf.....	6.26
Leaf to McLain.....	6.03
McLain to Little Creek.....	2.09
Little Creek to Beaumont.....	5.00
Beaumont to Hintonville.....	6.63
Hintonville to Richton.....	6.08
Richton to Loper.....	6.73
Loper to Ovelt.....	5.14
Ovelt to Ellisville Junction.....	8.69
Ellisville Junction to Laurel.....	8.44
Laurel to Mossville.....	9.72
Mossville to Stringer.....	6.52
Stringer to Bay Spring.....	8.33
Bay Spring to Louin.....	7.04
Louin to Montrose.....	4.20
Montrose to Roberts.....	7.30
Roberts to Newton.....	7.94
Newton to Decatur Junction.....	7.63
Decatur Junction to Stratton.....	5.57
Stratton to Union.....	5.18
Union to McDonald.....	6.52
McDonald to Philadelphia.....	8.20
Philadelphia to Burnside.....	5.91
Burnside to Roger.....	4.74
Roger to Noxapater.....	5.69
Noxapater to Louisville.....	8.96
Louisville to Hathorn.....	7.52
Hathorn to Ackerman.....	10.45
Ackerman to Reform.....	9.05
Reform to Livingston.....	3.93
Livingston to Mathiston.....	3.54

M. J. & K. C. R. R.

TABLE OF DISTANCES—*Continued.*

	MILES
Mathiston to Maben.....	2.34
Maben to Dancy.....	8.21
Dancy to Dewey.....	7.48
Dewey to Houston.....	8.60
Houston to Houlika.....	9.93
Houlika to Algoma.....	9.42
Algoma to Pontotoc.....	5.31
Pontotoc to Ecu.....	7.30
Ecu to Ingemar.....	4.45
Ingemar to New Albany.....	6.52
New Albany to Cotton Plant.....	7.63
Cotton Plant to Blue Mountain.....	5.02
Blue Mountain to Ripley.....	6.21
Ripley to Falkner.....	8.20
Falkner to Tiplersville.....	4.19
Tiplersville to Walnut.....	3.62
Walnut to Brownfield.....	3.24
Brownfield to Middleton.....	5.11
Beaumont to Wingate.....	5.77
Wingate to New Augusta.....	1.78
New Augusta to Mahned.....	2.83
Mahned to McCallum.....	8.56
McCallum to Hattiesburg.....	7.95
Ellisville Junction to Ellisville.....	6.62
Decatur Junction to Decatur.....	1.57

M., J. & K. C. R. R.

DISTANCE EACH STATION IS FROM MOBILE.

TABLE OF DISTANCES.

	MILES
Mobile.....	0.00
Orchard.....	10.39
Crusher.....	13.00
Semmes.....	15.51
Wilmer.....	22.52
Latonia.....	27.84
Brushy.....	30.77
Donovan.....	33.34
Evanston.....	36.86
Lucedale.....	38.87
Eubank.....	43.19
Boxley.....	45.69
Merrill.....	48.80
Leaf.....	55.06
McLain.....	61.09
Little Creek.....	63.18
Beaumont.....	68.18
Hintonville.....	74.81
Richton.....	80.89
Loper.....	87.62
Ovett.....	92.76
Ellisville Junction.....	101.45
Laurel.....	109.89
Mossville.....	119.61
Stringer.....	126.13
Bay Spring.....	134.46
Louin.....	141.50
Montrose.....	145.70
Roberts.....	153.00
Newton.....	160.94
Decatur Junction.....	168.57
Stratton.....	174.14
Union.....	179.32
McDonald.....	185.84
Philadelphia.....	194.04
Burnside.....	199.95
Roger.....	204.69
Noxapater.....	210.38
Louisville.....	219.34
Hathorn.....	226.86

M. J. & K. C. R. R.

TABLE OF DISTANCES—*Continued.*

	MILES
Ackerman.....	237.31
Reform.....	246.36
Livingston.....	250.29
Mathiston.....	253.83
Maben.....	256.17
Dancy.....	264.38
Dewey.....	271.86
Houston.....	280.46
Houlka.....	290.39
Algoma.....	299.81
Pontotoc.....	305.12
Ecu.....	312.42
Ingomar.....	316.87
New Albany.....	323.39
Cotton Plant.....	331.02
Blue Mountain.....	336.04
Ripley.....	342.25
Falkner.....	350.45
Tiplersville.....	354.64
Walnut.....	358.26
Brownfield.....	361.50
Middleton.....	366.61

HATTIESBURG BRANCH.

Beaumont.....	68.18
Wingate.....	73.95
New Augusta.....	75.73
Mahned.....	78.56
McCallum.....	87.12
Hattiesburg.....	95.07
Ellisville Junction.....	101.45
Ellisville.....	108.07
Decatur Junction.....	168.57
Decatur.....	170.14

RATE ISSUE No. 43.

(Supersedes Issues Indicated on Page 2.)

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TRAFFIC DEPARTMENT.

FREIGHT TARIFF

Publishing Rates on

CLASSES AND COMMODITIES

Governed by M., J. & K. C. Classification No. 25 or subsequent issues, with exceptions shown herein.

MISSISSIPPI LOCAL TARIFF 1

Applicable to traffic between

Mobile, Jackson and Kansas City R. R. Stations in Mississippi.

Issued September —, 1905.

Effective September, 1905.

APPLICATION OF RATES.

TABLE A.—Rates apply between all stations on Mobile, Jackson & Kansas City R. R. on traffic originating and ending in the State of Mississippi.

TABLE B.—Rates apply only to and from junctions with connecting roads on traffic from points on the Mobile, Jackson & Kansas City R. R., to points on other railroads, and on traffic from points on other railroads to points on the Mobile, Jackson & Kansas City R. R. having origin, destination and entire transportation within the State of Mississippi and which does not pass without the State enroute.

THIS ISSUE SUPERSEDES IN FULL

Local Distance Tariff No. 7.

Local Distance Tariff No. 13 (G. & C.).

Local Distance Tariff No. I. S. 40.

Local Distance Tariff No. I. S. 60.

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "A."

FOR APPLICATION, SEE PAGE 2.

FOR DISTANCES OF	PER HUNDRED POUNDS.										Per Bbl.	PER HUNDRED LBS.					
												Carloads, Minimum 24,000 Lbs.					
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	R
5 miles and under.....	24	22	13	13	9	8	10	11	9	5	12	15	18	3	3	2	3
10 miles and over 5.....	29	27	16	16	11	9	10	13	9	5	13	18	18	4	3	2	3
15 miles and over 10.....	33	29	20	20	14	12	11	14	10	6	15	21	20	4	4	3	4
20 miles and over 15.....	35	33	22	22	16	14	12	15	11	7	17	23	22	5	4	3	4
25 miles and over 20.....	38	36	24	24	18	16	13	15	11½	8	19	25	23	5	5	3	5
30 miles and over 25.....	41	38	26	26	19	17	13	16	12	8	20	27	24	5	5	4	5
35 miles and over 30.....	43	40	28	28	20	18	14	17	12½	9	21	29	25	5	6	4	6
40 miles and over 35.....	46	42	30	30	21	19	14	17	13	9	22	31	26	6	6	4	6
45 miles and over 40.....	49	44	31	31	22	20	15	18	13½	9	23	31	27	6	6	4	6
50 miles and over 45.....	51	45	33	32	23	21	15	19	14	9	24	35	28	6	6	5	6
55 miles and over 50.....	53	46	34	33	24	22	16	21	16	10	25	36	32	6	7	5	7
60 miles and over 55.....	53	46	34	33	25	22	16	23	18	10	25	36	36	6	7	5	7
65 miles and over 60.....	55	47	35	33	26	22	16	25	20	10	26	37	40	6	7	5	7
70 miles and over 65.....	55	47	35	33	27	22	17	27	22	11	26	37	44	6	7	5	7
75 miles and over 70.....	57	48	37	35	28	23	17	29	23½	11	27	38	47	6	8	5	7
80 miles and over 75.....	57	48	37	35	29	23	17	29	24	11	27	38	48	6	8	5	7
85 miles and over 80.....	58	48	38	35	29	24	18	29	24	12	27	38	48	6	8	5	8

90 miles and over	58	48	38	35	29	24	18	29	24	12	27	38	48	7	8	6	8
95 miles and over	60	49	39	36	30	25	18	30	24½	12	28	39	49	7	8	6	8
100 miles and over	60	50	39	36	30	25	19	30	25	13	28	39	50	7	8	6	8
105 miles and over	62	52	41	39	32	26	19	31	25½	13	29	41	51	7	8	6	8
110 miles and over	62	52	41	39	33	26	19	31	25½	13	29	41	51	7	8	6	8
115 miles and over	64	54	42	40	35	26	19	32	26	13	29	42	52	7	8	6	8
120 miles and over	64	54	42	40	35	26	19	32	26	13	29	42	52	7	8	6	8
125 miles and over	66	56	43	41	36	27	20	33	26½	14	31	43	53	7	8	6	8
130 miles and over	66	56	43	41	36	27	20	33	26½	14	31	43	53	7	8	6	8
135 miles and over	68	57	44	42	37	28	20	34	27	14	32	44	54	7	8	6	8
140 miles and over	68	57	44	42	37	28	20	34	27	14	32	44	54	7	8	6	8
145 miles and over	70	59	46	43	38	29	20	35	27½	14	33	46	55	8	8	6	8
150 miles and over	70	59	46	43	38	29	20	35	27½	14	33	46	55	8	8	6	8
155 miles and over	72	61	48	45	39	30	22	36	28	15	34	48	56	8	8	6	8
160 miles and over	72	61	48	45	39	30	22	36	28	15	34	48	56	8	8	6	8
165 miles and over	74	62	49	46	40	31	22	37	28½	15	35	49	57	8	8	6	8
170 miles and over	74	62	49	46	40	31	22	37	28½	15	35	49	57	8	8	6	8
175 miles and over	75	63	50	47	40	31	22	37	28½	15	35	50	57	8	8	6	8
180 miles and over	75	63	50	47	40	31	24	38	29	16	35	50	57	8	8	6	8
185 miles and over	76	64	50	47	40	32	24	38	29	16	36	50	58	8	8	6	8
190 miles and over	76	64	50	47	40	32	24	38	29	16	36	50	58	8	8	6	8
195 miles and over	77	65	51	47	40	32	24	38	29	16	36	51	58	8	8	6	8
200 miles and over	77	65	51	47	40	32	24	38	29	16	36	51	58	8	8	6	8
205 miles and over	77	65	56	48	40	35	27	39	29½	17	37	51	58	8	8	6	8
210 miles and over	78	66	57	48	41	35	27	39	29½	17	37	51	59	9	10	7	10
215 miles and over	78	66	57	48	41	35	27	39	29½	17	37	52	59	9	10	7	10
220 miles and over	79	66	57	48	41	36	27	39	29½	17	37	52	59	9	10	7	10
225 miles and over	79	67	58	48	41	36	27	40	29½	17	38	52	59	9	10	7	10
230 miles and over	79	67	58	49	41	36	27	40	29½	17	38	52	59	9	10	7	10
235 miles and over	80	67	58	49	42	36	27	40	30	17	38	53	60	9	10	8	10
240 miles and over	80	68	58	49	42	36	27	40	30	17	38	53	60	9	10	8	10
245 miles and over	80	68	58	49	42	36	27	40	30	17	39	54	60	9	10	8	10
250 miles and over	81	68	59	49	42	37	27	40	30	17	39	54	60	9	10	8	10

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "A"—Continued.

FOR DISTANCES OF	PER HUNDRED POUNDS.										Per Bbl.	PER HUNDRED LBS.					
												Carloads, Minimum 24,000 Lbs.					
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	R
255 miles and over 250.....	81	68	59	49	42	37	29	41	30	17	39	54	60	9	13	8	11
260 miles and over 255.....	82	69	59	50	43	37	29	41	30	17	39	54	60	9	14	8	11
265 miles and over 260.....	82	69	59	50	43	37	29	41	30½	17	39	54	61	9	14	8	11
270 miles and over 265.....	82	69	60	50	43	37	29	41	30½	17	39	54	61	9	14	8	11
275 miles and over 270.....	83	70	60	50	43	37	30	41	30½	17	39	54	61	9	14	8	11
280 miles and over 275.....	83	70	60	50	43	37	30	41	30½	18	39	54	61	9	14	8	11
285 miles and over 280.....	83	70	60	50	43	38	30	42	30½	18	40	55	61	10	15	8	11
290 miles and over 285.....	84	71	91	51	44	38	30	42	30½	18	40	55	61	10	15	8	11
295 miles and over 290.....	84	71	62	51	44	38	30	42	31	18	4	55	62	10	15	8	11
300 miles and over 295.....	87	73	63	52	45	39	31	42	31	18	40	55	62	10	15	9	11
305 miles and over 300.....	89	76	65	54	46	39	31	42	31	18	40	56	62	10	15	9	12
310 miles and over 305.....	91	78	67	55	47	40	32	42	31	18	41	56	62	10	16	9	12
315 miles and over 310.....	92	81	69	57	48	40	32	43	31	18	41	56	62	10	16	9	12
320 miles and over 315.....	95	84	71	58	49	41	33	43	31½	18	41	56	63	10	16	9	12
325 miles and over 320.....	97	86	73	60	50	42	34	43	31½	18	41	56	63	10	16	9	12
335 miles and over 325.....	99	89	75	61	51	42	34	43	31½	18	42	56	63	16	10	9	2

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "A."—FOR APPLICATION, SEE PAGE 2.

FOR DISTANCES OF	PER HUNDRED LBS.				Per Bale.	PER HUNDRED LBS.				PER CAR.	PER 100 LBS.											
	Brick, C L, minimum 40,000 lbs.					Corn, C L. (See Note 2.)	Cotton.				Cotton Seed, C L, minimum 30,000 lbs., except when capacity of car is less.	Cotton Seed, L C L, for planting purposes.	Fertilizer, C L, minimum 24,000 lbs.	Hay, L C L. (See Note 2.)	Live Stock, released. (See Note 3.)	Cattle, Hogs and Sheep, single deck.	Horses and Mules.	Lumber, Laths and Shin- gles, C L, minimum 24,000 lbs.	CL	LCL	Staves and Hoop Poles, C L, minimum 24,000 lbs.	
	CL	LCL	CL	LCL																		
							Canned Goods, C L, min- imum 24,000 lbs. (See Note 1.)	CL	LCL													
5 miles and under.....	2	3	3	8	10	4	60	4	5	11	8 00	3	4 1/2	3	10 00					3	4 1/2	
10 miles and over 5.....	2	3	3	9	12	4	60	4	5	13	8 00	3	4 1/2	3	12 00					3	4 1/2	
15 miles and over 10.....	2 1/2	3 1/2	3 1/2	10	15	5	60	5	6	16	10 00	3	4 1/2	3	15 00					3	4 1/2	
20 miles and over 15.....	2 1/2	3 1/2	3 1/2	12	16	5	80	5	7	18	12 00	3 1/2	5 1/2	3 1/2	18 00					3 1/2	5 1/2	
25 miles and over 20.....	3	4 1/2	4 1/2	14	18	6	90	5	7	20	13 00	3 1/2	5 1/2	3 1/2	20 00					3 1/2	5 1/2	
30 miles and over 25.....	3	4 1/2	4 1/2	15	19	7	100	6	8	21	14 00	3 1/2	5 1/2	3 1/2	23 00					3 1/2	5 1/2	
35 miles and over 30.....	3	4 1/2	4 1/2	16	20	8	110	6	9	23	15 00	3 1/2	5 1/2	3 1/2	25 00					4	6	
40 miles and over 35.....	3	4 1/2	4 1/2	17	21	8	125	6	9	25	16 00	3 1/2	5 1/2	3 1/2	28 00					4	6	
45 miles and over 40.....	3	4 1/2	4 1/2	18	22	8	135	7	9	26	17 00	3 1/2	5 1/2	3 1/2	30 00					4	6	
50 miles and over 45.....	3	4 1/2	4 1/2	18	23	8	140	7	9	27	17 00	3 1/2	5 1/2	3 1/2	32 00					4 1/2	6 1/2	
55 miles and over 50.....	4	6	6	19	24	9	145	8	10	28	18 00	3 1/2	5 1/2	3 1/2	34 00					4 1/2	6 1/2	
60 miles and over 55.....	4	6	6	20	25	9	150	8	10	28	19 00	3 1/2	5 1/2	3 1/2	36 00					5	7 1/2	
65 miles and over 60.....	4	6	6	20	25	10	150	8	10	29	20 00	3 1/2	5 1/2	3 1/2	38 00					5	7 1/2	
70 miles and over 65.....	4	6	6	20	25	10	150	8	10	29	21 00	3 1/2	5 1/2	3 1/2	40 00					5	7 1/2	
75 miles and over 70.....	4	6	6	20	25	11	150	8	10	31	22 00	3 1/2	5 1/2	3 1/2	42 00					5	7 1/2	
80 miles and over 75.....	4	6	6	20	25	11	150	8	10	31	23 00	3 1/2	5 1/2	3 1/2	44 00					5 1/2	8 1/2	

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "A"—Continued.

FOR DISTANCES OF	PER HUNDRED LBS.			Per Bale.	PER HUNDRED LBS.				PER CAR.			PER 100 LBS.	
	Canned Goods, C L, minimum 24,000 lbs. (See Note 1.)			Cotton.	Cotton Seed, C L, minimum 30,000 lbs., except when capacity of car is less.	Cotton Seed, L C L, for planting purposes	Fertilizer, C L, minimum 24,000 lbs.	Hay, L C L. (See Note 2.)	Live Stock, released. (See Note 3.)			Lumber, Laths and Shingles, C L, minimum 24,000 lbs.	Staves and Hoop Poles, C L, minimum 24,000 lbs.
	CL	LCL	LCL						Cattle, L C L. (See Notes 4 and 5.)	Cattle, Hogs and Sheep, single deck.	Horses and Mules.		
85 miles and over 80.	4	6	20	150	12	11	4½	20	32	24 00	28 00	5½	6½
90 miles and over 85.	4	9	20	155	12	11	4½	20	32	24 00	28 00	5½	8½
95 miles and over 90.	4	9	20	155	12	11	5	20	33	24 00	29 00	5½	8½
100 miles and over 95.	4½	6½	20	155	12	11	5	20	33	24 00	29 00	6	9
105 miles and over 100.	4½	6½	25	155	13	12	5½	20	34	25 00	30 00	6	9
110 miles and over 105.	4½	6½	25	155	13	12	6	20	35	25 00	31 00	6	9
115 miles and over 110.	4½	6½	25	160	13	12	6	20	35	25 00	31 00	6	9
120 miles and over 115.	4½	6½	25	160	13	12	6½	20	36	25 00	32 00	6	9
125 miles and over 120.	4½	6½	25	165	13	12	6½	20	36	25 00	32 00	7	10½
130 miles and over 125.	4½	6½	25	165	13	12	7	20	37	26 00	33 00	7	10½
135 miles and over 130.	4½	6½	25	175	13	12	7	20	37	26 00	33 00	7	10½
140 miles and over 135.	4½	6½	25	175	13	12	7½	22	38	26 00	34 00	7	10½
145 miles and over 140.	4½	6½	25	180	14	13	7½	22	38	26 00	34 00	7	10½
150 miles and over 145.	5	7½	25	180	14	13	8	22	39	27 00	35 00	7½	11½
155 miles and over 150.	5	7½	25	190	14	13	8	22	39	27 00	35 00	7½	11½
160 miles and over 155.	5	7½	25	190	14	13	8	22	39	27 00	35 00	7½	11½

165 miles and over 160.	5	7½	25	30	14	190	11	13	8	23	40	27 00	36 00	7½	11½	9
170 miles and over 165.	5	7½	25	30	14	190	11	13	8	23	40	27 00	36 00	7½	11½	9
175 miles and over 170.	5	7½	25	30	14	190	11	13	8	23	41	27 00	36 00	7½	11½	9½
180 miles and over 175.	6	9	25	30	14	190	11	13	8	23	41	29 00	36 00	8	12	9½
185 miles and over 180.	6	9	25	30	15	190	11	14	8	24	42	29 00	37 00	8	12	9½
190 miles and over 185.	6	9	25	30	15	190	11	14	8	24	42	29 00	37 00	8	12	10
195 miles and over 190.	6	9	25	30	15	190	11	14	8	24	43	29 00	37 00	8	12	10
200 miles and over 195.	6	9	25	30	15	190	11	14	8	24	43	29 00	37 00	8	12	10
205 miles and over 200.	6½	9½	28	33	15	190	12	15	8	24	43	31 00	38 00	8½	12½	10
210 miles and over 205.	6½	9½	28	33	15	190	12	15	8	24	43	31 00	38 00	8½	12½	10
215 miles and over 210.	6½	9½	28	33	15	225	12	15	8	24	44	31 00	40 00	8½	12½	10½
220 miles and over 215.	6½	9½	28	33	15	225	12	15	8	24	44	31 00	40 00	8½	12½	10½
225 miles and over 220.	6½	9½	28	33	15	225	12	15	8	24	44	31 00	42 00	8½	12½	10½
230 miles and over 225.	6½	9½	28	33	15	225	12	15	8	25	44	31 00	42 00	8½	12½	11
235 miles and over 230.	6½	9½	28	33	15	225	12	15	8	25	45	31 00	44 00	8½	12½	11
240 miles and over 235.	6½	9½	28	33	15	225	12	15	8	25	45	31 00	44 00	8½	12½	11
245 miles and over 240.	6½	9½	28	33	15	225	12	15	8	25	45	31 00	46 00	8½	12½	11
250 miles and over 245.	6½	9½	28	33	15	225	12	15	8	25	45	31 00	46 00	8½	12½	11
255 miles and over 250.	7	10½	28	33	15	225	12	15	8	25	45	33 00	46 00	9	13½	11½
260 miles and over 255.	7	10½	28	33	15	225	12	15	8	25	45	33 00	46 00	9	13½	11½
265 miles and over 260.	7	10½	28	33	15	225	12	15	8	25	46	33 00	48 00	9	13½	11½
270 miles and over 265.	7	10½	28	33	15	225	12	15	8	25	46	33 00	48 00	9	13½	11½
275 miles and over 270.	7	10½	29	34	16	225	13	16	9	26	47	34 00	49 00	9	13½	11½
280 miles and over 275.	7	10½	29	34	16	225	13	16	9	26	47	34 00	49 00	9	13½	12
285 miles and over 280.	7	10½	29	34	16	225	13	16	9	26	47	34 00	49 00	9	13½	12
290 miles and over 285.	7	10½	29	34	16	225	13	16	9	26	48	34 00	49 00	9	13½	12
295 miles and over 290.	7	10½	29	34	16	225	13	16	9	26	48	35 00	50 00	9	13½	12
300 miles and over 295.	7	10½	29	34	16	230	13	16	9	26	48	35 00	50 00	9	13½	12
305 miles and over 300.	7½	11	29	34	16	235	13	16	9	26	49	35 00	50 00	9½	14	12½
310 miles and over 305.	7½	11	30	35	16	240	13	16	9	26	49	35 00	50 00	9½	14	12½
315 miles and over 310.	7½	11	30	35	16	240	13	16	9	26	49	36 00	51 00	9½	14	12½
320 miles and over 315.	7½	11	30	35	16	250	13	16	9	26	50	36 00	51 00	9½	14	12½
325 miles and over 320.	7½	11	30	35	16	255	13	16	9	26	50	36 00	51 00	9½	14	12½
335 miles and over 325.	7½	11	30	35	16	260	13	16	9	26	50	36 00	51 00	9½	14	12½

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "B."

FOR APPLICATION, SEE PAGE 2.

FOR DISTANCES OF	PER HUNDRED POUNDS.										Per Bbl.	PER HUNDRED LBS.					
												Carload, Minimum 24,000 Lbs.					
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	R
5 miles and under.....	22	20	12	12	8	7	9	10	8	4½	11	13½	16	3	3	2	3
10 miles and over 5.....	26	24	14	14	10	8	9	12	8	4½	12	16	16	4	3	2	3
15 miles and over 10.....	30	26	18	18	13	11	10	13	9	5	13½	19	18	4	4	3	4
20 miles and over 15.....	31½	30	20	20	14	13	11	13½	10	6	15	21	20	4½	4	3	4
25 miles and over 20.....	34	32	22	22	16	14	12	13½	10½	7	17	22½	21	4½	4½	3	4½
30 miles and over 25.....	37	34	23	23	17	15	12	14	11	7	18	24	22	4½	4½	4	4½
35 miles and over 30.....	39	36	25	25	18	16	13	15	11½	8	19	26	22½	5	5	4	5
40 miles and over 35.....	41	38	27	27	19	17	13	15	11½	8	20	28	23	5	5	4	5
45 miles and over 40.....	44	39	28	28	20	18	13½	16	12	8	21	28	24	5	5	4	5
50 miles and over 45.....	45	39	29	28	20	19	13½	17	12½	8	21	31	25	5	5	4	5
55 miles and over 50.....	45	39	29	28	20	19	14	18	13½	8½	21	31	27	5	6	4	6
60 miles and over 55.....	45	39	29	28	21	19	14	20	15½	8½	21	31	31	5	6	4	6
65 miles and over 60.....	47	40	30	28	22	19	14	21	17	8½	22	31	34	5	6	4	6
70 miles and over 65.....	47	40	30	28	23	19	14	23	18½	9	22	31	37	5	6	4	6
75 miles and over 70.....	48	41	31	30	24	20	14	25	20	9	23	32	40	5	7	4	6
80 miles and over 75.....	48	41	31	30	25	20	14	25	20½	9	23	32	41	5	7	4	6
85 miles and over 80.....	49	41	32	30	25	20	15	25	20½	10	23	32	41	5	7	4	7

90 miles and over	49	41	32	30	25	20	15	25	20½	10	23	32	41	6	7	5	7
95 miles and over	51	42	33	31	25½	21	15	25½	21	10	24	33	42	6	7	5	7
100 miles and over	51	42	33	31	25½	21	16	25½	21½	11	24	33	42½	6	7	5	7
105 miles and over	53	44	35	33	27	22	16	26	21½	11	25	35	43	6	7	5	7
110 miles and over	53	44	35	33	28	22	16	26	21½	11	25	35	43	6	7	5	7
115 miles and over	54	46	36	34	30	22	16	27	22	11	25	36	44	6	7	5	7
120 miles and over	54	46	36	34	30	22	16	27	22	11	25	36	44	6	7	5	7
125 miles and over	56	47	37	34	30	23	16	28	22	11	26	37	44	6	7	5	7
130 miles and over	56	47	37	34	30	23	16	28	22	11	26	37	44	6	7	5	7
135 miles and over	56	47	37	34	30	23	16	28	22	11	26	37	44	6	7	5	7
140 miles and over	56	47	37	34	30	23	16	28	22	11	26	37	44	6	7	5	7
145 miles and over	56	47	37	34	30	23	16	28	22	11	26	37	44	6	7	5	7
150 miles and over	56	47	37	34	30	23	16	28	22	11	26	37	44	6	7	5	7
155 miles and over	58	49	38	36	31	24	18	29	22½	12	27	38	45	6	7	5	7
160 miles and over	58	49	38	36	31	24	18	29	22½	12	27	38	45	6	7	5	7
165 miles and over	59	50	39	37	32	25	18	30	23	12	28	39	46	6	7	6	7
170 miles and over	59	50	39	37	32	25	18	30	23	12	28	39	46	6	7	6	7
175 miles and over	60	50	40	38	32	25	18	30	23	12	28	40	46	6	7	6	7
180 miles and over	60	50	40	38	32	25	19	30	23	13	28	40	46	6	7	6	7
185 miles and over	61	51	40	38	32	26	19	30	23	13	29	40	46	6	8	6	8
190 miles and over	61	51	40	38	32	26	19	30	23	13	29	40	46	6	8	6	8
195 miles and over	62	52	41	38	32	26	19	30	23	13	29	41	46	6	8	6	8
200 miles and over	62	52	41	38	32	26	19	30	23	13	29	41	46	6	8	6	8
205 miles and over	62	52	41	38	32	26	19	30	23	13	29	41	46	6	8	6	8
210 miles and over	62	52	41	38	32	26	19	30	23	13	29	41	46	6	8	6	8
215 miles and over	62	52	41	38	32	26	19	30	23	13	29	41	46	6	8	6	8
220 miles and over	63	53	46	38	33	28	22	31	23½	14	30	42	47	7	9	6	8
225 miles and over	63	53	46	38	33	28	22	31	23½	14	30	42	47	7	10	6	8
230 miles and over	63	54	46	38	33	28	22	31	23½	14	30	42	47	7	10	6	8
235 miles and over	63	54	46	38	33	28	22	31	23½	14	30	42	47	7	10	6	8
240 miles and over	64	54	46	39	34	29	22	32	24	14	30	42	48	7	10	6	8
245 miles and over	64	54	46	39	34	29	22	32	24	14	30	42	48	7	10	6	8
250 miles and over	65	54	47	39	34	29	22	32	24	14	31	43	48	7	10	6	9
255 miles and over	65	54	47	39	34	30	22	32	24	14	31	43	48	7	10	6	9

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "B"—Continued.

FOR DISTANCES OF	PER HUNDRED POUNDS.											Per Bbl.	PER HUNDRED LBS.				
													Carload, Minimum 24,000 Lbs.				
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	R
255 miles and over 250.....	65	54	47	39	34	30	23	33	24	14	31	43	48	7	10	6	9
260 miles and over 255.....	66	55	47	40	34	30	23	33	24	14	31	43	48	7	11	6	9
265 miles and over 260.....	66	55	47	40	34	30	23	33	24½	14	31	43	49	7	11	6	9
270 miles and over 265.....	66	55	48	40	34	30	23	33	24½	14	31	43	49	7	11	6	9
275 miles and over 270.....	66	56	48	40	34	30	24	33	24½	14	31	43	49	7	11	6	9
280 miles and over 275.....	66	56	48	40	34	30	24	33	24½	14	31	43	49	7	11	6	9
285 miles and over 280.....	66	56	48	40	34	30	24	34	24½	14	32	44	49	8	12	6	9
290 miles and over 285.....	67	57	49	41	35	30	24	34	24½	14	32	44	49	8	12	6	9
295 miles and over 290.....	67	57	50	41	35	30	24	34	25	14	32	44	50	8	12	6	9
300 miles and over 295.....	70	58	50	42	36	31	25	34	25	14	32	44	50	8	12	7	9
305 miles and over 300.....	71	61	52	43	37	31	25	34	25	14	32	45	50	8	12	7	10
310 miles and over 305.....	73	62	54	44	38	32	26	34	25	14	33	45	50	8	13	7	10
315 miles and over 310.....	74	65	55	46	38	32	26	34	25	14	33	45	50	8	13	7	10
320 miles and over 315.....	76	67	57	46	39	33	26	34	25	14	33	45	50	8	13	7	10
325 miles and over 320.....	78	69	58	48	40	34	27	34	25	14	33	45	50	8	13	7	10
335 miles and over 325.....	79	71	60	49	41	34	27	34	25	14	34	45	50	8	13	7	10

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "B."—FOR APPLICATION, SEE PAGE 2.

FOR DISTANCES OF	PER HUNDRED POUNDS.						PER CAR.			PER 100 LBS.		
	Brick, C L, minimum 40,000 lbs.		Canned Goods, C L, min- imum 24,000 lbs. (See Note 1.)		Corn, C L. (See Note 2.)		Cotton Seed, L C L, for planting purposes.		Fertilizers, C L, minimum 24,000 lbs.		Hay, L C L. (See Note 2.)	
	C L	L C L	C L	L C L	C L	L C L	C L	L C L	C L	L C L	C L	L C L
	Live Stock released. (See Note 3.)											

MOBILE, JACKSON & KANSAS CITY RAILROAD.

TABLE "B."—Continued.

FOR DISTANCES OF	PER HUNDRED POUNDS.						PER CAR.			PER 100 LBS.		
	Brick, C L, minimum 40,000 lbs.		Canned Goods, C L, minimum 24,000 lbs. (See Note 1.)		Corn, C L. (See Note 2.)		Cotton Seed, L C L, for plant- ing purposes.		Fertilizers, C L, minimum 24,000 lbs.		Hay, L C L. (See Note 2.)	
	C L	L C L	C L	L C L	C L	L C L	C L	L C L	C L	L C L	C L	L C L
85 miles and over 80.....	3	5	17	21	10	9	4	17	20 40	23 80	5	7
90 miles and over 85.....	3	5	17	21	10	9	4	17	20 40	23 80	5	7
95 miles and over 90.....	3	5	17	21	10	9	4	17	20 40	24 65	5	7
100 miles and over 95.....	4	6	17	21	10	9	4	17	20 40	24 65	5	8
105 miles and over 100.....	4	6	20	24	11	10	5	17	20 80	25 50	5	8
110 miles and over 105.....	4	6	20	24	11	10	5	17	20 80	25 50	5	8
115 miles and over 110.....	4	6	20	24	11	10	5	17	20 80	26 35	5	8
120 miles and over 115.....	4	6	20	24	11	10	5	17	20 80	26 35	5	8
125 miles and over 120.....	4	6	20	24	11	10	5	17	20 80	27 20	5	8
130 miles and over 125.....	4	6	20	24	11	10	6	17	20 80	27 20	6	8
135 miles and over 130.....	4	6	20	24	11	10	6	17	20 80	27 20	6	8
140 miles and over 135.....	4	6	20	24	11	10	6	17	20 80	27 20	6	8
145 miles and over 140.....	4	6	20	24	11	10	6	18	20 80	27 20	6	8
150 miles and over 145.....	4	6	20	24	11	10	6	18	20 80	27 20	6	8
155 miles and over 150.....	4	6	20	24	11	10	6	18	21 60	28 00	6	9
160 miles and over 155.....	4	6	20	24	11	10	6	18	21 60	28 00	6	9

Staves and Hoop Poles,
C L, minimum 24,000 lbs.

Lumber, Laths and
Shingles, C L, mini-
mum 24,000 lbs.

C L L C L

165 miles and over 160.	4	6	20	24	11	10	6	18	21	60	28	80	6	9	7
170 miles and over 165.	4	6	20	24	11	10	6	18	21	60	28	80	6	9	7
175 miles and over 170.	4	6	20	24	11	10	6	18	21	60	28	80	6	9	7
180 miles and over 175.	5	7	20	24	11	11	6	18	23	20	28	80	6	10	8
185 miles and over 180.	5	7	20	24	12	11	6	19	23	20	29	60	6	10	8
190 miles and over 185.	5	7	20	24	12	11	6	19	23	20	29	60	6	10	8
195 miles and over 190.	5	7	20	24	12	11	6	19	23	20	29	60	6	10	8
200 miles and over 195.	5	7	20	24	12	11	6	19	23	20	29	60	6	10	8
205 miles and over 200.	5	8	22	26	12	12	6	19	24	80	30	40	7	10	8
210 miles and over 205.	5	8	22	26	12	12	6	19	24	80	30	40	7	10	8
215 miles and over 210.	5	8	22	26	12	12	6	19	24	80	32	00	7	10	8
220 miles and over 215.	5	8	22	26	12	12	6	19	24	80	32	00	7	10	8
225 miles and over 220.	5	8	22	26	12	12	6	19	24	80	33	60	7	10	8
230 miles and over 225.	5	8	22	26	12	12	6	20	24	80	33	60	7	10	8
235 miles and over 230.	5	8	22	26	12	12	6	20	24	80	35	20	7	10	9
240 miles and over 235.	5	8	22	26	12	12	6	20	24	80	35	20	7	10	9
245 miles and over 240.	5	8	22	26	12	12	6	20	24	80	36	80	7	10	9
250 miles and over 245.	5	8	22	26	12	12	6	20	24	80	36	80	7	10	9
255 miles and over 250.	6	8	22	26	12	12	6	20	26	40	36	80	7	11	9
260 miles and over 255.	6	8	22	26	12	12	6	20	26	40	36	80	7	11	9
265 miles and over 260.	6	8	22	26	12	12	6	20	26	40	38	40	7	11	9
270 miles and over 265.	6	8	22	26	12	12	6	20	26	40	38	40	7	11	9
275 miles and over 270.	6	8	23	27	13	13	7	21	27	20	39	20	7	11	10
280 miles and over 275.	6	8	23	27	13	13	7	21	27	20	39	20	7	11	10
285 miles and over 280.	6	8	23	27	13	13	7	21	27	20	39	20	7	11	10
290 miles and over 285.	6	8	23	27	13	13	7	21	27	20	39	20	7	11	10
295 miles and over 290.	6	8	23	27	13	13	7	21	28	00	40	00	7	11	10
300 miles and over 295.	6	8	23	27	13	13	7	21	28	00	40	00	7	11	10
305 miles and over 300.	6	9	23	27	13	13	7	21	28	00	40	00	7	11	10
310 miles and over 305.	6	9	24	28	13	13	7	21	28	00	40	00	8	11	10
315 miles and over 310.	6	9	24	28	13	13	7	21	28	80	40	80	8	11	10
320 miles and over 315.	6	9	24	28	13	13	7	21	28	80	40	80	8	11	10
325 miles and over 320.	6	9	24	28	13	13	7	21	28	80	40	80	8	11	10
335 miles and over 325.	6	9	24	28	13	13	7	21	28	80	40	80	8	11	10

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NOTES.

NOTE 1.—When shipped direct from factories on M., J. & K. C. R. R.

NOTE 2.—When accompanied by certificate from shipper or owner that same was grown within the State of Mississippi.

NOTE 3.—On shipments of live stock between points entirely within the State of Mississippi, the shipper may have the privilege of shipping different kinds of live stock when separated by gates, bars or partitions, or may also have the privilege of putting in upper decks at his own expense and without injury to the car. Shippers loading in the above described manner assume all responsibility for damage that may occur by reason of stock being so loaded.

NOTE 4.—To be fed by owner at his expense and to be released as per contract, valuation limited to not exceeding \$100 for each animal.

Crated: Actual weight.

Not crated: Estimated weight. (Note 5.)

NOTE 5.—Perishable freight taken only at owner's risk, and must be prepaid or guaranteed to the satisfaction of receiving agent.

MOBILE, JACKSON & KANSAS CITY RAILROAD.

The following Exceptions to Classification must be used in connection with rates named in this Tariff:

ARTICLES	Class
Agricultural implements and machinery, when forwarded for repairs, will be returned over same roads at owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding and full tariff rate paid, provided said shipments are returned within 60 days from date of forwarding for repairs, otherwise full tariff rates will be charged. Said freight bill must be attached to way-bill.	.
Bark, tan, C L, minimum weight 24,000 lbs-----	L
Barrels, empty, L C L, viz.: Cider, oil, molasses, vinegar and whisky-----	4
Barrel material. See Box material.	
Bones and bone dust, C L, minimum weight 24,000 lbs----	K
Same, packed, L C L, 25 per cent higher than C L.	
Boxes (except cracker), returned empty-----	3
Boxes, N O S in the Classification, returned empty-----	3
Boxes, empty, N O S in the Classification, C L, minimum weight 10,000 lbs-----	6
Box and barrel material, C L, minimum weight 24,000 lbs--	L
Same, L C L, 5 cents per cwt. higher than C L.	
Building material—Consisting of lumber, lime, cement, plaster, sand, brick, laths and shingles, in mixed carloads, minimum weight 24,000 lbs., will be charged for at the highest carload rate on either or any article named. Shipments to be loaded and unloaded by the owners.	
Brick, common and fire, C L, minimum weight 24,000 lbs--	L
Brick, L C L, 175 per cent of C L.	
Cans, empty, except parts of cotton mill machinery in bulk, C L, minimum weight 12,000 lbs-----	4
Cement, in barrels, C L, minimum weight 24,000 lbs-----	L
Cement, in barrels, L C L, 175 per cent of carload rate.	
Charcoal, C L, minimum weight 24,000 lbs-----	R
Clay, common and fire, C L, minimum weight 24,000 lbs--	K
Coal and coke, C L, minimum weight 24,000 lbs-----	R
Corn, in shucks, C L, minimum weight 24,000 lbs., 20 per cent less than Class-----	D
Cotton seed meal, C L, minimum weight 24,000 lbs-----	Spl.
Cotton seed meats (decorticated or hulled cotton seed), 40 per cent higher than cotton seed.	
Cotton seed meal, when accompanied by certificate of shipper or consignee that same will be used exclusively for fertilizing purposes. Fertilizer rate.	
Crates, egg, returned empty-----	3
Drain tile, C L, minimum weight 24,000 lbs-----	L
Fertilizers, C L, minimum weight 24,000 lbs-----	K
Fertilizer, L C L, 20 per cent higher than C L, minimum rate 5 cents per cwt.	
Grain, hay and millstuff, mixed, C L, minimum weight 24,000 lbs-----	D

ARTICLES	Class
Granite; see Marble.	
Gravel, C L, minimum weight 24,000 lbs-----	M
Hay, grain and millstuff, mixed, C L, minimum weight 24,000 lbs-----	D
Heading; see Staves.	
Hoofs and horns, C L, minimum weight 24,000 lbs-----	L
Hoop poles, C L, minimum weight 24,000 lbs-----	L
Same, L C L, 25 per cent higher than C L.	
Ice, in sacks, L C L, released, and prepaid or guaranteed---	6
Ice, C L, minimum weight 24,000 lbs-----	L
Iron, bridge, pig, railroad, spikes, chairs, frogs, and track fastenings, C L, minimum weight 24,000 lbs-----	L
Iron, scrap, C L, minimum weight 24,000 lbs-----	L
Same, L C L, 25 per cent higher than C L.	
Laths, C L, minimum weight 24,000 lbs-----	L
Laths, in bundles, L C L, O R, 20 per cent higher than C L.	
Lime, in casks or barrels, C L, minimum weight 24,000 lbs---	R
Lime, in casks or barrels, L C L, 175 per cent of carload rate.	
Live stock, C L, except race horses, not to exceed 20,000 lbs., to be fed by owner at his expense, and to be released as per contract, to be executed by shipper and authorized agent or the company-----	S
Race horses, C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses in carloads, not exceeding three attendants, at their own risk, to accompany each car; additional attendants at their own risk in same car, to be charged for by purchasing ticket at Passenger Tariff rates.	
Live stock, in double deck cars; see Note 5.	
Live stock, in double decked or tiered cars, 50 per cent higher than in single decked cars. Cars must be double decked at expense and risk of owner, and without injury to the car. Bills of lading must be stamped " <i>owner's risk of loss or damage account of double decking.</i> " See Note 5.	
Live stock, in mixed C L. The rate on the highest rated stock will be charged on the entire shipment.	
Live stock, except race horses, L C L, to be fed by owner at his expense, and to be released as per contract; weights estimated as follows, until the amount charged shall equal the carload rates:	
Live stock—estimated weights—	
One horse or mule, 2,000 lbs-----	3
Two horses or mules, 3,500 lbs-----	3
Each additional horse or mule, 1,000 lbs-----	3
Cattle, L C L; see Note 7.	
Mare and colt together, 2,500 lbs-----	3
Stallions, jacks and bulls, 2,500 lbs. each-----	3
Yearling stallion, valuation limited to \$25, 1,600 lbs. each-----	3
Calves and sheep, boxed, actual weight, but not less than 175 lbs. each-----	1
Colts, under one year old, 500 lbs. each-----	1
Lambs and pigs, boxed, actual weight, but not less than 75 lbs. each-----	1

ARTICLES	Class
Hogs, for market, boxed, 350 lbs. each-----	2
Stock hogs, boxed, 125 lbs. each-----	1
Live stock, not released, double the foregoing rates.	
Race horses, L C L, released by contract, valuation limited not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.	
RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.	
One, two or three cars of stock will entitle the owner or drover to pass free on the train with the animals, to take care of them.	
Four to six cars, inclusive, belonging to one owner, two men in charge, which is the maximum number that will be passed for one owner.	
All persons thus passed are at their own risk of personal injury, from any cause whatever, and the Company will not be responsible for any loss of their personal effects.	
Attendants will not be passed free unless they accompany the stock on the same train.	
Logs, C L, minimum weight 24,000 lbs-----	M
Lumber, C L, minimum weight 24,000 lbs-----	L
Same, L C L, 25 per cent higher than C L.	
Machinery returned for repairs; see Agricultural imple- ments.	
Marble, granite and stone, rough, C L, released, minimum weight 24,000 lbs-----	L
Marble, granite and stone, dressed, except gravestones and monuments, C L, released, minimum weight 24,000 lbs--	D
Meat, bacon and hams, in sacks. Class B.	
Melons, prepaid or freight guaranteed, C L, minimum weight 24,000 lbs-----	1/2 of 5
Same, packed, released, prepaid or freight guaranteed, L C L-----	6
Merry-go-rounds or Flying Dutchman, minimum weight 20,000 lbs-----	6
Millstuff, hay and grain, mixed, C L, minimum weight 24,000 lbs-----	D
Oil, coal, or its products, in cans, boxed, C L, released----	6
Ores, copper and iron, C L, minimum weight 24,000 lbs----	L
Pipe, sewer, C L, minimum weight 24,000 lbs-----	L
Plow handles, unfinished and rough, C L, minimum weight 24,000 lbs., 20 per cent higher than-----	L
Poultry, live, C L, released; same as Horses and mules, C L.	
Powder; see Note 5.	
Roofing slate, C L, minimum weight 24,000 lbs-----	L
Roofing felt, C L, minimum weight 24,000 lbs-----	L
Salt, in sacks or barrels, C L, minimum weight 20,000 lbs--	R
Salt, except table, in barrels or sacks, L C L, 5 cents per 100 lbs. higher than C L.	
Sand, C L, minimum weight 24,000 lbs-----	M
Sawdust, C L, minimum weight 24,000 lbs-----	M

ARTICLES	Class
Saw mills, C L, minimum weight 24,000 lbs-----	½ of 5
Shingles, C L, minimum weight 24,000 lbs-----	L
Same, L C L, 25 per cent higher than C L.	
Shooks, C L, minimum weight 24,000 lbs-----	L
Spokes, C L, minimum weight 24,000 lbs-----	L
Staves and heading, C L, minimum weight 24,000 lbs----	L
Still, copper, C L, minimum weight 20,000 lbs-----	6
Stone; see Marble.	
Sulphur, for manufacture of fertilizers, C L, minimum weight 24,000 lbs-----	K
Tar (other than coal), C L, minimum weight 24,000 lbs----	L
Tar, coal, minimum weight 24,000 lbs-----	L
Timber, hewn, C L, minimum weight 24,000 lbs-----	L
Tombstones and bases must be prepaid.	
Turpentine, crude or spirits, L C L-----	4
Vehicle material, wood, hubs, spokes, shafts, bows, felloes, singletrees, etc., unfinished, C L, minimum weight 24,000 lbs-----	L
Woodenware, C L, minimum weight 20,000 lbs-----	5
Wood, in shape for building purposes, such as mouldings, brackets, banisters, etc., L C L (applies only on business between local stations)-----	6
Wood, in the rough, stave bolts, axe handle and whip stock material, C L, minimum weight 24,000 lbs-----	R
Wood, fire, C L, minimum weight 24,000 lbs-----	M

NOTE 1.—*Minimum Charge*—On small shipments M., J. & K. C. charges will be assessed on actual weight at the class rate, with a minimum of 25 cents for a single shipment for each road over which same passes.

NOTE 2.—Shipments of butter and cheese in less than carload lots will not be transported in refrigerator cars.

NOTE 3.—All carload freight shall be subject to a minimum charge for trackage and rental of \$1 per car for each twenty-four hours' detention or fractional part thereof, after the expiration of forty-eight hours from its arrival at destination, Sundays and legal holidays excepted. The above does not govern where Car Service Association Rules are in force.

NOTE 4.—*Powder*—No single shipment will be taken for less than 50 cents and not to be considered part of shipment of other articles.

NOTE 5.—On shipments of live stock between points entirely within the State of Mississippi the shipper may have the privilege of shipping different kinds of live stock when separated by gates, bars or partitions; or may also have the privilege of putting in upper decks at his own expense and without injury to the car. Shippers loading in the above described manner assume all responsibility for damage that may occur by reason of stock being so loaded.

NOTE 6.—Minimum carload weights provided for herein and in Classification will govern, regardless of length of car.

NOTE 7.—Estimated weight (cattle, not crated): One cow, 1,600 lbs.; two cows, 2,800 lbs.; each additional cow, 800 lbs.; yearling cattle, actual weight, but not less than 1,000 lbs.; bull calf, value limited to \$25, 1,600 lbs.; cow and calf together, 1,800 lbs. Cattle, not released, double the foregoing rates.

MOBILE, JACKSON AND KANSAS CITY RAILROAD.

TRAFFIC DEPARTMENT

STATION LIST AND DISTANCE TABLE 2.

Showing Distances between all Stations on the

MOBILE, JACKSON AND KANSAS CITY RAILROAD.

Issued September —, 1905.

Effective September 2, 1905.

Ellisville.....	Miss.	143	206	41	39	60	242	52	268	76	106	237	9	94	170	76	75	40	73	218	...
*Ellisville Junction.....	Miss.	136	199	34	32	53	235	45	261	69	99	230	2	87	163	69	68	33	66	211	7
*Eubank.....	Miss.	193	256	91	25	4	292	38	318	12	156	287	55	30	220	126	125	26	9	268	64
*Evanston.....	Miss.	199	262	97	31	10	298	44	324	6	162	293	61	24	226	132	131	32	3	274	70
Falkner.....	Miss.	113	50	215	281	302	14	294	12	318	150	14	251	336	86	182	181	282	315	38	256
*Gunfox.....	Miss.	143	206	41	25	46	242	38	268	62	106	237	5	80	170	76	75	26	59	218	14
*Hathorn.....	Miss.	10	73	92	158	179	109	171	135	195	27	104	128	213	37	59	58	159	192	85	133
Hattiesburg.....	Miss.	195	258	93	27	48	294	14	320	64	158	289	57	82	222	128	127	26	61	270	66
*Hintonville.....	Miss.	162	225	60	6	27	261	19	287	43	125	256	24	61	189	95	94	7	40	237	33
Houston.....	Miss.	43	20	145	211	232	56	224	82	248	80	51	181	266	16	112	111	212	245	32	186
+Hoy.....	Miss.	122	185	20	46	67	221	59	247	83	85	216	16	101	149	55	54	47	80	197	21
Ingomar.....	Miss.	80	177	182	248	269	19	261	45	285	117	14	218	303	53	149	148	249	282	5	223
+Kingston Spur.....	Miss.	114	172	12	54	75	213	67	239	91	77	208	24	109	141	47	46	55	88	189	29
*Lancaster.....	Miss.	153	216	51	15	36	252	28	278	52	116	247	15	70	180	86	85	16	49	228	24
*Latonia.....	Miss.	207	270	105	39	18	306	52	332	2	170	301	69	16	234	140	139	40	5	282	78
Laurel.....	Miss.	127	190	25	41	62	226	54	252	78	90	221	11	96	154	60	59	42	75	202	16
Leaf.....	Miss.	181	244	79	13	8	280	26	306	24	144	275	43	42	208	114	113	14	21	256	52
*Little Creek.....	Miss.	172	235	70	4	17	271	17	297	33	135	266	34	51	199	105	104	5	30	247	43
Livingston.....	Miss.	13	50	115	181	202	86	194	112	218	50	81	151	236	14	82	81	182	215	62	156
*Loper.....	Miss.	149	212	47	19	40	248	32	274	56	112	243	11	74	176	82	81	20	53	224	20
Louin.....	Miss.	95	158	7	73	94	194	86	220	110	58	189	43	128	122	28	27	74	107	170	48
Louisville.....	Miss.	18	81	84	150	171	117	163	143	187	19	112	120	205	45	51	50	151	184	93	125
Lucedale.....	Miss.	196	259	94	28	7	295	41	321	9	159	290	58	27	223	129	128	29	6	271	67
McCallum.....	Miss.	187	250	85	19	40	286	6	312	56	150	281	49	74	214	120	119	18	53	262	58
*McDonald.....	Miss.	51	114	51	117	138	150	130	176	154	14	145	87	172	78	18	17	118	151	126	92
McLain.....	Miss.	175	238	73	7	14	274	20	300	30	138	269	37	48	202	108	107	8	27	250	46
Maben.....	Miss.	19	44	121	187	208	80	200	106	224	56	75	157	242	8	88	87	188	221	56	162
Mahmed.....	Miss.	179	242	77	11	32	278	2	304	48	142	273	41	66	206	112	111	10	45	254	50
Mathiston.....	Miss.	17	46	119	185	206	82	198	108	222	54	77	155	240	10	86	85	186	219	58	160
Merrill.....	Miss.	187	250	85	19	2	286	32	312	18	150	281	49	36	214	120	119	20	15	262	58
Middleton.....	Tenn.	130	67	232	298	319	311	5	335	167	36	268	268	353	103	199	198	299	332	55	273
Mobile.....	Ala.	237	300	135	69	48	336	82	362	32	200	331	99	14	264	170	169	70	35	312	108
Montrose.....	Miss.	91	154	11	77	98	190	90	216	114	54	185	47	132	118	24	23	78	111	166	52

MOBILE, JACKSON & KANSAS CITY RAILROAD.

BETWEEN		AND																			
		Ackerman, Miss.	Algoma, Miss.	Bay Springs, Miss.	Beaumont, Miss.	Bexley, Miss.	Blue Mountain, Miss.	Bourne, Miss.	Brownfield, Miss.	Brushy, Miss.	Burnside, Miss.	Cotton Plant, Miss.	Crotts, Miss.	Crusher, Ala.	Dancy, Miss.	Decatur, Miss.	Decatur Jct., Miss.	Dickey Creek, Miss.	Donovan, Miss.	Ercu, Miss.	Ellisville, Miss.
*Mossville.....	Miss.	117	180	15	51	72	216	64	242	88	80	211	21	106	144	50	49	52	85	192	26
New Albany.....	Miss.	86	23	188	254	275	13	267	39	291	123	8	224	309	59	155	154	255	288	11	229
New Augusta.....	Miss.	177	240	75	9	30	276	4	302	46	140	271	39	64	204	110	109	8	43	252	48
New Houlika.....	Miss.	53	10	155	221	242	46	234	72	258	90	41	191	276	26	122	121	222	255	22	196
Newton.....	Miss.	76	139	26	92	113	175	105	201	129	39	170	62	147	103	9	8	93	126	151	67
Noxapater.....	Miss.	27	90	75	141	162	26	154	152	178	10	121	111	196	54	42	41	142	175	102	116
*Orchard.....	Ala.	225	288	123	57	36	324	70	350	20	188	319	87	2	252	158	157	58	23	300	96
Ovett.....	Miss.	144	207	42	24	45	243	37	269	61	107	238	6	79	171	77	76	25	58	219	15
Philadelphia.....	Miss.	43	106	59	125	146	142	138	168	162	6	137	95	180	70	26	25	126	159	118	100
Pontotoc.....	Miss.	68	5	170	236	257	31	249	57	273	105	26	206	291	41	137	136	237	270	7	211
*Raglan.....	Miss.	184	247	82	16	37	283	3	309	53	147	278	46	71	211	117	116	15	50	259	55
Reform.....	Miss.	9	54	111	177	198	90	190	116	214	46	85	147	232	18	78	77	178	211	66	152
Richton.....	Miss.	156	219	54	12	33	255	25	281	49	119	250	18	67	183	89	88	13	46	231	27
Ripley.....	Miss.	105	42	207	273	294	6	286	20	310	142	11	243	328	78	174	173	274	307	30	248
Roberts.....	Miss.	84	147	18	84	105	183	97	209	121	47	178	54	139	111	17	16	85	118	159	59
Semmes.....	Ala.	220	283	118	52	31	319	65	345	15	183	314	82	3	247	153	152	53	18	295	91
*Stallo.....	Miss.	32	95	70	136	157	31	149	157	173	5	126	106	199	59	37	36	137	170	107	111
*Stratton.....	Miss.	63	126	39	105	126	162	118	188	142	26	157	75	160	90	6	5	106	139	138	80
Stringer.....	Miss.	110	173	8	58	79	209	71	235	95	73	204	28	113	137	43	42	59	92	185	33

*Thompsons.....	Miss. 101	38	203	269	290	2	282	24	306	138	7	239	324	74	170	169	270	303	26	244
Tiplersville.....	Miss. 118	55	220	286	307	19	299	7	323	155	24	256	341	91	187	186	287	320	43	261
Union.....	Miss. 58	121	44	110	131	157	123	183	147	21	152	80	165	85	11	10	111	144	133	85
Walnut.....	Miss. 121	58	223	289	310	22	302	4	326	158	27	259	344	94	190	189	290	323	46	264
Wilmer.....	Ala. 213	276	111	45	24	312	58	338	8	176	307	75	10	240	146	145	46	11	288	84
Wingate.....	Miss. 174	237	72	6	27	273	7	299	43	137	268	36	61	201	107	106	5	40	249	45
Woodland.....	Miss. 35	28	137	203	224	64	216	90	240	72	59	173	258	8	104	103	204	237	40	178

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*Ellisville.....Miss.	7	64	70	256	14	133	66	33	186	21	223	29	24	78	16	52	43	156	20	48
Ellisville Junction.....Miss.	57	57	63	249	7	126	59	26	179	14	216	22	17	71	9	45	36	149	13	41
*Eubank.....Miss.	57	57	6	306	5	183	52	31	236	71	273	79	40	14	66	12	21	206	44	98
*Evanston.....Miss.	63	6	312	312	56	189	58	37	242	77	279	85	46	8	72	18	27	212	50	104
Falkner.....Miss.	240	306	312	256	256	123	308	275	70	235	33	227	266	320	240	294	285	100	262	208
*Gunfox.....Miss.	7	50	56	256	133	133	185	152	53	112	90	104	10	64	16	38	29	156	6	48
*Hathorn.....Miss.	126	183	189	123	52	185	52	33	205	73	275	81	42	66	68	40	31	208	46	100
Hattiesburg.....Miss.	59	52	58	308	152	185	52	33	205	73	275	81	42	66	68	40	31	208	46	100
*Hintonville.....Miss.	26	31	37	275	15	152	33	205	73	275	81	42	66	68	40	31	208	46	100	85
Houston.....Miss.	179	236	242	70	186	53	238	205	165	37	157	196	250	170	224	215	30	192	138	138
†Hoy.....Miss.	14	71	77	235	21	112	73	40	165	202	8	31	85	5	59	50	135	27	27	27
Ingomar.....Miss.	216	273	279	33	223	90	275	242	37	202	194	238	287	207	261	252	67	229	175	175
†Kingston Spur.....Miss.	22	79	85	227	29	104	81	48	157	8	194	39	39	54	26	28	19	166	4	58
*Lancaster.....Miss.	17	40	46	266	10	143	42	9	196	31	233	93	54	80	80	26	35	220	58	112
*Latonia.....Miss.	71	14	8	320	64	197	66	45	250	85	287	93	54	80	80	26	35	220	58	112
Laurel.....Miss.	9	66	72	240	16	117	68	35	170	5	207	13	26	80	80	26	35	220	58	112
Leaf.....Miss.	45	12	18	294	38	171	40	19	224	59	261	67	28	26	54	54	45	140	22	32
*Little Creek.....Miss.	36	21	27	285	29	162	31	10	215	50	252	58	19	35	45	9	9	194	32	86
Livingston.....Miss.	149	206	212	100	156	23	208	175	30	135	67	127	166	220	140	194	185	185	23	77
*Loper.....Miss.	13	44	50	262	6	139	46	13	192	27	229	35	4	58	22	32	23	162	54	54
Louin.....Miss.	41	98	104	208	48	85	100	67	138	27	175	9	58	112	32	86	77	108	54	54
Louisville.....Miss.	118	175	181	131	125	8	177	144	61	104	98	96	135	189	109	163	154	31	131	77
Lucedale.....Miss.	60	3	3	309	53	186	55	34	239	74	276	82	43	11	69	15	24	209	47	101
McCallum.....Miss.	51	44	50	300	44	177	8	25	230	65	267	73	34	58	60	32	23	200	38	92
*McDonald.....Miss.	85	142	148	164	92	41	144	111	91	71	131	63	102	156	76	130	121	64	98	44
McLain.....Miss.	39	18	24	288	32	165	34	13	218	53	255	61	22	32	48	6	3	188	26	80
Maben.....Miss.	155	212	218	94	162	29	214	181	24	141	61	133	172	226	146	200	191	6	168	114
Mahmed.....Miss.	43	36	42	292	36	169	16	17	222	57	259	65	26	50	52	24	15	192	30	84
Mathiston.....Miss.	153	210	216	96	160	27	212	179	26	139	63	131	170	224	144	198	189	4	166	112
Merrill.....Miss.	51	6	12	300	44	177	46	25	230	65	267	73	34	20	60	6	15	200	38	92
Middleton.....Tenn.	266	323	329	17	273	140	325	292	87	252	50	244	283	337	257	311	302	117	279	225
Mobile.....Ala.	101	44	38	350	94	227	96	75	280	115	317	123	84	30	110	56	65	250	88	142
Montrose.....Miss.	45	102	108	204	52	81	104	71	134	31	171	23	62	116	36	90	81	104	58	4

MOBILE, JACKSON & KANSAS CITY RAILROAD.

BETWEEN	AND	MOBILE, JACKSON & KANSAS CITY RAILROAD.														
		Ellisville Jct., Miss.	Eubank, Miss.	Evanston, Miss.	Falkner, Miss.	Gunfoxy, Miss.	Hathorn, Miss.	Hattiesburg, Miss.	Hintonville, Miss.	Houston, Miss.	Hoy, Miss.	Ingomar, Miss.	Kingston Spur, Miss.	Lancaster, Miss.	Latonia, Miss.	Laurel, Miss.
		Leaf, Miss.														
		Little Creek, Miss.	Livingston, Miss.	Loper, Miss.	Loun, Miss.											
*Mossville.....	Miss.	19	76	82	230	26	107	78	45	160	5	197	3	36	90	10
New Albany.....	Miss.	222	279	285	27	229	96	281	248	43	208	6	200	239	293	213
New Augusta.....	Miss.	41	34	40	290	34	167	18	15	220	55	257	63	24	48	50
New Houka.....	Miss.	189	246	252	60	196	63	248	215	10	175	27	167	206	260	180
Newton.....	Miss.	60	117	123	189	67	66	119	86	119	46	156	38	77	131	51
Noxapater.....	Miss.	109	166	172	140	116	17	168	135	70	95	107	87	126	180	100
*Orchard.....	Ala.	89	32	26	338	82	215	84	63	268	103	305	111	72	18	98
Ovett.....	Miss.	8	49	55	257	1	134	51	18	187	22	224	30	9	63	17
Philadelphia.....	Miss.	93	150	156	156	100	33	152	119	86	79	123	71	110	164	84
Pontotoc.....	Miss.	204	261	267	45	211	78	263	230	25	190	12	182	221	275	195
*Raglan.....	Miss.	48	41	47	297	41	174	11	22	227	62	264	70	31	55	57
Reform.....	Miss.	145	202	208	104	152	19	204	171	34	131	71	123	162	216	136
Righton.....	Miss.	20	37	43	269	13	146	39	6	199	34	236	42	3	51	29
Ripley.....	Miss.	241	298	304	8	248	115	300	267	62	227	25	219	258	312	232
Roberts.....	Miss.	52	109	115	197	59	74	111	78	127	38	164	30	69	123	43
Semmes.....	Ala.	84	27	21	333	77	210	79	58	263	98	300	106	67	13	93
*Stallo.....	Miss.	104	161	167	145	111	22	163	130	75	90	112	82	121	175	95
*Stratton.....	Miss.	73	130	136	176	80	53	132	99	106	59	143	51	90	144	64
Stringer.....	Miss.	26	83	89	223	33	100	85	52	153	12	190	4	43	97	17

*Thompsons.....Miss.	237	294	300	12	244	111	296	263	58	223	21	215	254	308	228	282	273	88	250	196
Tiptersville.....Miss.	254	311	317	5	261	128	313	280	75	240	38	232	271	325	245	299	290	105	267	213
Union.....Miss.	78	135	141	171	85	48	137	104	101	64	138	56	95	149	69	123	114	71	91	37
Walnut.....Miss.	257	314	320	8	264	131	316	283	78	243	41	235	274	328	248	302	293	108	270	216
Wilmer.....Ala.	77	20	14	326	70	203	72	51	256	91	293	99	60	6	86	32	41	226	64	118
Wingate.....Miss.	38	31	37	287	31	164	21	12	217	52	254	60	21	45	47	19	10	187	25	79
Woodland.....Miss.	171	228	234	78	178	45	230	197	8	157	45	149	188	242	162	216	207	22	184	130

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Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

Ellisville.....	Miss.	125	67	58	92	46	162	50	160	58	273	108	52	26	229	48	196	67	116	96
*Ellisville Junction.....	Miss.	118	60	51	85	39	155	43	153	51	266	101	45	19	222	41	189	60	109	89
*Eubank.....	Miss.	175	3	44	142	18	212	36	210	6	323	44	102	76	279	34	246	117	166	32
*Evanston.....	Miss.	181	3	50	148	24	218	42	216	12	329	38	108	82	285	40	252	123	172	26
Falkner.....	Miss.	131	309	300	164	288	94	292	96	300	17	350	204	230	27	290	60	189	140	338
*Gunfox.....	Miss.	125	53	44	92	32	162	36	160	44	273	94	52	26	229	34	196	67	116	82
*Hathorn.....	Miss.	8	186	177	41	165	29	169	27	177	140	227	81	107	96	167	63	66	17	215
Hattiesburg.....	Miss.	177	55	8	144	34	214	16	212	46	325	96	104	78	281	18	248	119	168	84
*Hintonville.....	Miss.	144	34	25	111	13	181	17	179	25	292	75	71	45	248	15	215	86	135	63
Houston.....	Miss.	61	239	230	94	218	24	222	26	230	87	280	134	160	43	220	10	119	70	268
†Hoy.....	Miss.	104	74	65	71	53	141	57	139	65	252	115	31	5	208	55	175	46	95	103
Ingomar.....	Miss.	98	276	267	131	255	61	259	63	267	50	317	171	197	6	257	27	156	107	305
†Kingston Spur.....	Miss.	96	82	73	63	61	133	65	131	73	244	123	23	3	200	63	167	38	87	111
*Lancaster.....	Miss.	135	43	34	102	22	172	26	170	34	283	84	62	36	239	24	206	77	126	72
*Latonia.....	Miss.	189	11	58	156	32	226	50	224	20	337	30	116	90	293	48	260	131	180	18
Laurel.....	Miss.	109	69	60	76	48	146	52	144	60	257	110	36	10	213	50	180	51	100	98
Leaf.....	Miss.	163	15	32	130	6	00	24	198	6	311	56	90	164	267	22	234	105	154	44
*Little Creek.....	Miss.	154	24	23	121	3	191	15	189	15	302	65	81	55	258	13	225	96	145	53
Livingston.....	Miss.	31	209	200	64	188	6	192	4	200	117	250	104	130	73	190	40	89	40	238
*Loper.....	Miss.	131	47	38	98	26	168	30	166	38	279	88	58	32	235	28	202	73	122	76
Louisville.....	Miss.	77	101	92	44	80	114	84	112	92	225	142	4	22	181	82	148	19	68	130
Lucedale.....	Miss.	178	169	33	157	37	161	35	169	148	219	73	99	104	159	71	58	9	207	29
McCallum.....	Miss.	169	47	145	21	215	39	213	9	326	41	105	79	282	37	249	120	169	29	29
*McDonald.....	Miss.	33	145	136	124	26	206	8	204	38	317	88	96	70	273	10	240	111	160	76
McLain.....	Miss.	157	21	26	124	70	194	18	192	12	305	62	84	58	261	16	228	99	148	50
Maben.....	Miss.	37	215	206	70	194	194	198	2	206	111	256	110	136	67	196	34	95	46	244
Mahned.....	Miss.	161	39	8	128	18	198	196	30	309	80	88	62	265	2	232	103	152	68	68
Mathiston.....	Miss.	35	213	204	68	192	2	196	204	113	254	108	134	69	194	36	93	44	242	44
Merrill.....	Miss.	169	9	38	136	12	206	30	204	317	367	221	96	70	273	28	240	111	160	38
Middleton.....	Tenn.	148	326	317	181	305	111	309	113	317	367	221	146	247	44	307	77	206	157	355
Mobile.....	Ala.	219	41	88	186	62	256	80	254	50	367	221	146	120	323	78	290	161	210	12
Montrose.....	Miss.	73	105	96	40	84	110	88	108	96	221	146	....	26	177	86	144	15	64	134

*Thompsons.....Miss.	119	297	288	152	276	82	280	84	288	29	338	192	218	15	278	48	177	128	326
Tiptonsville.....Miss.	136	314	305	169	293	99	297	101	305	12	355	209	235	32	295	65	194	145	343
Union.....Miss.	40	138	129	7	117	77	121	75	129	188	179	33	59	144	119	111	18	31	167
Walnut.....Miss.	139	317	308	172	296	102	300	104	308	9	358	212	238	35	298	68	197	148	346
Wilmer.....Ala.	195	17	64	162	38	232	56	230	26	343	24	122	96	299	54	266	137	186	12
Wingate.....Miss.	156	34	13	123	13	193	5	191	25	304	75	83	57	260	3	227	98	147	63
Woodland.....Miss.	53	231	222	86	210	16	214	18	222	95	272	126	152	51	212	18	111	62	260

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MOBILE, JACKSON & KANSAS CITY RAILROAD.

BETWEEN		AND		Overt, Miss.	Philadelphia, Miss.	Pontotoc Miss.	Raglan, Miss.	Reform, Miss.	Richton, Miss.	Ripley, Miss.	Roberts, Miss.	Semmes, Ala.	Stallo, Miss.	Stratton, Miss.	Stringer, Miss.	Thompsons, Miss.	Tiplersville, Miss.	Union, Miss.	Walnut, Miss.	Wilmer, Ala.	Wingate, Miss.	Woodland, Miss.
Ackerman.....	Miss.	144	43	68	184	9	156	105	84	220	32	63	110	101	118	58	121	213	174	35		
Algoma.....	Miss.	207	106	5	247	54	219	42	147	283	95	126	173	38	55	121	58	276	237	28		
Bay Springs.....	Miss.	42	59	170	82	111	54	207	18	118	70	39	8	203	220	44	223	111	72	137		
Beaumont.....	Miss.	24	125	236	16	177	12	273	84	52	136	105	58	269	286	110	289	45	6	203		
*Bexley.....	Miss.	45	146	257	37	198	33	294	105	31	157	126	79	290	307	131	310	24	27	224		
Blue Mountain.....	Miss.	243	142	31	283	90	255	6	183	319	131	162	209	2	19	157	22	312	273	64		
*Bourne.....	Miss.	37	138	249	3	190	25	286	97	65	149	118	71	282	299	123	302	58	7	216		
Brownfield.....	Miss.	269	168	57	309	116	281	20	209	345	157	188	235	24	7	183	4	338	299	90		
Brushy.....	Miss.	61	162	273	53	214	49	310	121	15	173	142	95	306	323	147	326	8	43	240		
*Burnside.....	Miss.	107	6	105	147	46	119	142	47	183	5	26	73	138	155	21	158	176	137	72		
Cotton Plant.....	Miss.	238	137	26	278	85	250	11	178	314	126	157	204	7	24	152	27	307	268	59		
*Crofts.....	Miss.	6	95	206	46	147	68	243	54	82	106	75	28	239	256	80	259	75	36	173		
*Crusher.....	Ala.	79	180	291	71	232	67	328	139	3	191	160	113	324	341	165	344	10	61	258		
Dancy.....	Miss.	171	70	41	211	18	183	78	111	247	59	90	137	74	91	85	94	240	201	8		
Decatur.....	Miss.	77	26	137	117	78	89	174	17	153	37	6	43	170	187	11	190	146	107	104		
*Decatur Junction.....	Miss.	76	25	136	116	77	88	173	16	152	36	5	42	169	186	10	189	145	106	103		
*Dickey Creek.....	Miss.	25	126	237	15	178	13	274	85	53	137	106	59	270	287	111	290	46	5	204		
*Donovan.....	Miss.	58	159	270	50	211	46	307	118	18	170	139	92	303	320	144	323	11	40	237		
Ecu.....	Miss.	219	118	7	259	66	231	30	159	295	107	138	185	26	43	133	64	288	249	40		

Ellisville.....	Miss.	15	100	211	55	152	27	248	59	91	111	80	33	244	261	85	264	84	45	178
*Ellisville Junction.....	Miss.	8	93	204	48	145	20	241	52	84	104	73	26	237	254	78	257	77	38	171
*Eubank.....	Miss.	49	150	261	41	202	37	298	109	27	161	130	83	204	311	135	314	20	31	228
*Evanston.....	Miss.	55	156	267	47	208	43	304	115	21	167	136	89	300	317	141	320	14	37	234
Falkner.....	Miss.	257	156	45	297	104	269	8	197	333	145	176	223	12	5	171	8	326	287	78
*Gunfox.....	Miss.	1	100	211	41	152	13	248	59	77	111	80	33	244	261	85	264	70	31	178
*Hathorn.....	Miss.	134	33	78	174	19	146	115	74	210	22	53	100	111	128	48	131	203	164	45
Hattiesburg.....	Miss.	51	152	263	11	204	39	300	111	79	163	132	85	296	313	137	316	72	21	230
*Hintonville.....	Miss.	18	119	230	22	171	6	267	78	58	130	99	52	263	280	104	283	51	12	197
Houston.....	Miss.	187	86	25	227	34	199	62	127	263	75	106	153	58	75	101	78	236	217	8
†Hoy.....	Miss.	22	79	190	62	131	34	227	38	98	90	59	12	223	240	64	243	91	52	157
Ingomar.....	Miss.	224	123	12	264	71	236	25	164	300	112	143	190	21	38	138	41	293	254	45
†Kingston Spur.....	Miss.	30	71	182	70	123	42	219	30	106	82	51	4	215	232	56	235	99	60	149
*Lancaster.....	Miss.	9	110	221	31	162	3	258	69	67	121	90	43	254	271	95	274	60	21	188
*Latonia.....	Miss.	*63	164	275	55	216	51	312	123	13	175	144	97	308	325	149	328	6	45	242
Laurel.....	Miss.	17	84	195	57	136	29	232	43	93	95	64	17	228	245	69	248	86	47	162
Leaf.....	Miss.	37	138	249	29	190	25	286	97	39	49	118	71	282	299	123	302	32	19	216
*Little Creek.....	Miss.	28	129	240	20	181	16	277	88	48	110	109	62	273	290	114	293	41	10	207
Livingston.....	Miss.	157	56	55	197	4	169	92	97	233	45	76	123	88	105	71	108	226	187	22
*Loper.....	Miss.	5	106	217	35	158	7	254	65	71	117	86	39	250	267	91	270	64	25	184
Louin.....	Miss.	49	52	163	89	104	61	200	11	125	63	32	15	196	213	37	216	118	79	130
Louisville.....	Miss.	126	25	86	166	27	138	123	66	202	14	45	92	119	136	40	139	195	156	53
Lucedale.....	Miss.	52	153	264	44	205	40	301	112	24	164	133	86	297	314	138	317	17	34	231
McCallum.....	Miss.	43	144	255	3	196	31	292	103	71	155	124	77	288	305	129	308	64	13	222
*McDonald.....	Miss.	93	8	119	133	60	105	156	33	169	19	112	59	152	169	7	172	162	123	86
McLain.....	Miss.	31	132	243	23	184	19	280	91	45	143	112	65	276	293	117	296	38	13	210
Maben.....	Miss.	163	62	49	203	10	175	86	103	239	51	82	129	82	99	77	102	232	193	16
Mahned.....	Miss.	35	136	247	5	188	23	284	95	63	147	116	69	280	297	121	300	56	5	214
Mathiston.....	Miss.	161	60	51	201	8	173	88	101	237	49	80	127	84	101	75	104	130	191	18
Merrill.....	Miss.	43	144	255	35	196	31	292	103	33	155	124	77	288	305	129	308	26	25	222
Middleton.....	Tenn.	274	173	62	314	121	286	25	214	350	162	194	240	29	12	188	9	343	304	95
Mobile.....	Ala.	93	194	305	85	246	81	342	153	17	205	174	127	338	355	179	358	24	75	272
Montrose.....	Miss.	53	48	159	93	100	65	196	7	29	59	28	19	192	209	33	212	122	83	126

*Thompsons.....	Miss.	245	144	33	285	92	257	4	185	321	133	164	211	-----	17	159	20	314	275	66
Tiplersville.....	Miss.	262	161	50	302	109	274	13	202	338	150	181	228	17	176	3	331	292	83	83
Union.....	Miss.	86	15	126	126	67	98	163	26	162	26	5	52	159	176	179	155	116	93	93
Walnut.....	Miss.	265	164	53	305	112	277	16	205	341	153	184	231	20	3	179	334	295	86	86
Wilmer.....	Ala.	69	170	281	61	222	57	318	129	7	181	150	103	314	331	155	334	51	248	248
Wingate.....	Miss.	30	131	242	10	183	18	279	90	58	142	111	64	275	292	116	295	51	209	209
Woodland.....	Miss.	179	78	33	219	26	191	70	119	255	67	98	145	66	83	93	86	248	209	---

* No Agent. Freight to these points must be prepaid.

† Freight not received for these points; forwarding stations for carloads only.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

THIS ISSUE SUPERSEDES IN FULL

Circular No. 121 (Station List and Distance Table No. 1), I. C. C. No. 108; and conflicting portions of Local Distance Tariff No. 7, Local Distance Tariff No. 13 (G. & C), Distance Tariff No. 14, I. C. C. No. 7; Local Distance Tariff No. I. S. 40, Local Distance Tariff No. I. S. 60, Distance Tariff No. I. S. 66, I. C. C. No. 62; Freight Tariff No. I. S. 119, I. C. C. No. 101; (Junction Point Tariff No. 1).

MISSISSIPPI CENTRAL RAILROAD COMPANY.
LOCAL FREIGHT TARIFF No. 3, I. C. C. No. 45.
(Cancels Local Freight Tariff No. 2, I. C. C. No. 13, and Supplements)
APPLYING ON
GENERAL MERCHANDISE
BETWEEN
STATIONS IN MISSISSIPPI
ON THE
MISSISSIPPI CENTRAL RAILROAD.

Governed by Southern Freight Classification, (except as otherwise provided.)

NOTE 1.—Minimum charge on small shipments will be on actual weight at Class Rate, no charge less than twenty-five cents.

NOTE 2.—Live Stock, L C L, to be fed by owner at his expense, released, to be taken at Third Class rates.

NOTE 3.—Shipments of beer, whiskey, wines and intoxicating liquors, the sale of which is prohibited by the laws of Mississippi to local option towns, will be charged for at double First Class rate. Minimum charge fifty cents.

NOTE 4.—Shipments of Stoves and Stoveware, L C L, released, will be charged for at First Class rates.

Subject to change without other notice than required by law.
Issued September 20, 1904. Effective October 1, 1904.

MISSISSIPPI CENTRAL RAILROAD COMPANY.

DISTANCES.	CLASS RATES.													COMMODITY RATES.					
	IN CENTS PER HUNDRED POUNDS.													Brick, Common, minimum weight 40,000 lbs.		Cotton Seed, minimum weight 30,000 lbs.		Fertilizers, C S, Meal and Hulls, C L, minimum weight 30,000 lbs.	
														CL	LCL	CL	LCL	CL	LCL
	1	2	3	4	5	6	A	B	C	D	E	H	F						
5 miles and under.....	20	17	14	12	10	9	8	16	11	5	12	15	19	2	2	3			
10 miles and over 5.....	25	22	18	15	12	11	10	17	12	6	14	18	21	4	4	4			
15 miles and over 10.....	30	26	22	18	16	14	13	19	14	8	16	22	24	5	5	5			
20 miles and over 15.....	33	29	25	20	18	16	15	21	16	9	18	24	24	6	6	6			
25 miles and over 20.....	36	32	27	23	20	17	16	22	17	10	20	26	25	7	7	7			
30 miles and over 25.....	39	34	29	25	21	18	17	22	18	10	21	28	27	8	8	8			
35 miles and over 30.....	41	36	32	27	22	19	18	23	19	11	22	30	30	9	9	9			
40 miles and over 35.....	45	39	34	28	23	20	19	24	20	12	23	32	31	10	10	10			
45 miles and over 40.....	48	41	36	29	24	21	20	25	21	13	24	32	32	11	11	11			
50 miles and over 45.....	50	43	37	30	25	22	21	26	22	14	25	35	32	12	12	12			
55 miles and over 50.....	52	44	37	31	26	23	22	26	23	15	26	36	32	13	13	13			
60 miles and over 55.....	53	44	37	31	26	23	22	27	23	15	26	36	33	14	14	14			
65 miles and over 60.....	53	44	37	31	26	23	22	28	24	15	26	37	34	15	15	15			
70 miles and over 65.....	54	44	37	31	26	23	22	29	24	15	26	37	35	16	16	16			
75 miles and over 70.....	56	45	38	32	27	24	22	29	25	15	27	38	36	17	17	17			

80 miles and over 75.....	56	45	38	32	27	24	22	29	25	15	27	38	37	4	6	8	4	6
85 miles and over 80.....	58	46	38	33	28	24	22	29	25	15	27	38	38	4	6	8	4	6
90 miles and over 85.....	58	46	38	33	28	25	22	29	26	15	28	39	39	4	6	8	4	6
95 miles and over 90.....	60	48	39	33	28	25	22	29	26	15	28	39	40	4½	6½	8	5	7
100 miles and over 95.....	60	48	39	33	28	26	22	29	26	16	29	39	41	4½	6½	8	5	7
110 miles and over 100.....	62	50	41	34	29	26	22	30	27	16	29	41	42	4½	6½	9	5½	8½
120 miles and over 110.....	64	51	42	35	30	27	22	31	27	16	30	42	42	4½	6½	9	6	8½
130 miles and over 120.....	66	53	43	36	31	27	22	32	28	16	31	43	43	4½	6½	9	6½	8½
140 miles and over 130.....	68	54	44	37	32	28	22	32	29	16	32	44	43	4½	6½	9	7	8½
150 miles and over 140.....	70	56	46	38	33	29	22	34	30	16	33	46	43	5	7½	10	7½	9
160 miles and over 150.....	72	58	48	39	34	30	23	35	31	17	34	48	44	5	7½	11	8	10
170 miles and over 160.....	74	59	49	40	35	31	23	35	31	17	35	49	44	5	7½	11	8½	10
180 miles and over 170.....	75	60	50	41	36	32	24	36	32	18	36	50	44	6	9	11	9	11
190 miles and over 180.....	76	61	51	42	37	33	25	37	33	19	37	51	45	6	9	11	9	11
200 miles and over 190.....	77	62	52	43	37	33	25	39	34	20	37	51	45	6	9	11	9½	12
210 miles and over 200.....	77	62	52	43	37	33	26	40	34	20	38	52	45	6½	9½	12	10	13
220 miles and over 210.....	78	63	52	44	37	33	27	41	34	20	38	52	45	6½	9½	12	10½	13
230 miles and over 220.....	78	64	53	44	37	33	27	42	34	20	38	52	46	6½	9½	12	11	13
240 miles and over 230.....	79	64	53	44	38	33	27	42	34	20	38	52	46	6½	9½	12	12	14
250 miles and over 240.....	80	65	54	45	39	34	28	43	34	20	39	53	46	6½	9½	12	12	14

80 miles and over	75.	9	13	11	7	21	8	8	9	5½	8½	5½	12 50 29 00	10	1 40	1 25	1 30
85 miles and over	80.	9½	13½	12	7½	21	8½	8½	9	5½	8½	5½	12 50 29 00	10	1 40	1 25	1 35
90 miles and over	85.	9½	13½	12	7½	21	9	9	10	5½	8½	5½	12 50 29 00	10	1 40	1 25	1 40
95 miles and over	90.	9½	13½	12	7½	21	9½	9½	10	5½	8½	5½	12 50 31 00	10	1 45	1 25	1 45
100 miles and over	95.	10	13½	12	7½	21	9½	9½	10	6	9	6	12 50 31 00	10	1 45	1 25	1 50
110 miles and over	100.	10	13½	13	8	22	10	10	10	6	9	6	12 50 33 00	12	1 50	1 25	1 50
120 miles and over	110.	10	14	13	8	22	10½	10½	10	6	9	6	12 50 33 00	12	1 55	1 25	1 50
130 miles and over	120.	10	14	13	8	23	10½	10½	10	6	9	6	12 50 34 00	12	1 60	1 25	1 60
140 miles and over	130.	10	14	13	8½	23	11	11	10	7	10½	7	12 50 34 00	12	1 65	1 25	1 70
150 miles and over	140.	10	14	14	8½	24	11½	11½	11	7	10½	7	12 50 34 00	12	1 70	1 25	1 70
160 miles and over	150.	10	15	14	9	24	12	12	11	7½	11½	7½	15 00 34 00	15	1 75	1 50	1 70
170 miles and over	160.	10½	15	14	9	25	12½	12½	11	7½	11½	7½	15 00 35 00	15	1 80	1 50	1 80
180 miles and over	170.	10½	16	14	9½	25	13	13	11	8	12	8	15 00 35 00	15	1 90	1 50	1 90
190 miles and over	180.	10½	16	15	9½	26	13	13	11	8	12	8	15 00 36 00	15	1 95	1 50	1 90
200 miles and over	190.	10½	16	15	10	26	13½	13½	12	8	12	8	15 00 37 00	15	2 00	1 50	2 00
210 miles and over	200.	10½	17	15	10	27	14	14	12	8½	12½	8½	15 00 37 00	18	2 05	1 75	2 00
220 miles and over	210.	10½	17	15	10½	28	14½	14½	12	8½	12½	8½	15 00 38 00	18	2 05	1 75	2 10
230 miles and over	220.	11	17	15	10½	29	15	15	12	8½	12½	8½	15 00 38 00	18	2 10	1 75	2 10
240 miles and over	230.	11	17	15	11	30	16	16	12	8½	12½	8½	15 00 39 00	18	2 10	1 75	2 20
250 miles and over	240.	11	17	15	11	31	17	17	12	8½	12½	8½	15 00 39 00	18	2 20	1 75	2 20

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MISSISSIPPI CENTRAL RAILROAD COMPANY.
LIST OF STATIONS AND DISTANCES.

ALL IN THE STATE OF MISSISSIPPI.

	Hattiesburg.	*Arnold.	*Breland.	*Eaton.	*Clyde.	*Reed.	Epley.	*Bynum.	Sumrall.	*Melba.	*Black Creek.	Bassfield.	Carson.	*Goodwin.	Prentiss.	White Sand.	Silver Creek.
Hattiesburg.....																	
*Arnold.....	4																
*Breland.....	7	3															
*Eaton.....	9	5	2														
*Clyde.....	11	7	4	2													
*Reed.....	12	8	5	3	1												
Epley.....	14	10	7	5	3	2											
*Bynum.....	17	13	10	8	6	5	3										
Sumrall.....	19	15	12	10	8	7	5	2									
*Melba.....	26	22	19	17	15	14	13	9	9		4	7	12	15	19	23	29
*Black Creek.....	30	26	23	21	19	18	16	13	11	4	3	8	11	15	18	25	36
Bassfield.....	33	29	26	24	22	21	19	16	14	7	3	5	8	12	15	22	36
Carson.....	38	34	31	29	27	26	24	21	19	12	8	5	8	12	15	22	36
*Goodwin.....	41	37	34	32	30	33	31	28	26	19	15	12	3	7	10	17	22
Prentiss.....	45	41	38	36	34	33	31	28	26	19	15	12	3	7	10	17	22
White Sand.....	48	44	41	39	37	36	34	31	29	23	18	15	10	7	3	10	17
Silver Creek.....	55	51	48	46	44	43	41	38	36	29	25	22	17	14	10	7	10

* Non Agency Stations. Freight must be prepaid.

Hattiesburg Junction Point with the following roads: N. O. & N. E. R. R., M., J. & K. C. R. R., G. & S. I. R. R.

Silver Creek Junction Point with G. & S. I. R. R.

MISSISSIPPI CENTRAL RAILROAD COMPANY
SUPPLEMENT No. 1

TO

LOCAL FREIGHT TARIFF No. 3, I. C. C. No. 45.

COMMODITY RATES.

Abrogating all Rates in Conflict.

DISTANCES.	<i>Flour and Meal Any quantity, 100 pounds. See Note 5.</i>	<i>Grain and Grain Products, Less than Car Loads, per 100 Pounds. See Note 6.</i>	<i>Bagging and Ties, Any quantity, per 100 pounds.</i>
5 miles and under 15_	10	5	8
15 miles and under 30_	11	7	10
30 miles and under 40_	12	9	12
40 miles and under 50_	13	11	15
50 miles and under 60_	14	12	20
60 miles and under 70_	16	14	21
70 miles and under 100_	19	15	22

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

NOTE 5.—Flour and meal in barrels or sacks include hominy and grits.

NOTE 6.—Grain and grain products, include corn, rye, oats, barley, bran and mill stuff.

Issued January 4, 1905.

Effective January 10, 1905.

MISSISSIPPI CENTRAL RAILROAD COMPANY.
AMENDMENT No. 1

TO

SUPPLEMENT No. 1

TO

LOCAL FREIGHT TARIFF No. 3, I. C. C. No. 45.

COMMODITY RATES

Abrogating all Rates in Conflict

ADD NOTE "7."

NOTE 7.—Rate on hay, any quantity, same as applies on grain and grain products.

Issued September 13, 1905.

Effective September 19, 1905.

MISSISSIPPI EASTERN RAILWAY.

DISTANCE TARIFF No. 1.

Issued March 1, 1905.

Effective March 1, 1905.

APPLYING ON TRAFFIC IN THE

STATE OF MISSISSIPPI,

AS APPROVED AND ADOPTED BY THE

RAILROAD COMMISSION OF MISSISSIPPI,

TO BE USED

BETWEEN STATIONS IN MISSISSIPPI.

Agents will post this Tariff as required by law.

Governed by the Southern Freight Classification, with Exceptions as shown in this Tariff.

MISSISSIPPI EASTERN RAILWAY.

FOR DISTANCES OF	PER HUNDRED POUNDS.										Per Bbl	Per 100 Pounds, Carloads, 24,000 lbs. minimum.	Per 100 Bale Lbs	Per Cotton Seed for Planting, L C L.								
	CLASSES.										Cotton Seed.	Cotton.	Cotton Seed for Planting, L C L.									
	1	2	3	4	5	6	A	B	C	D				E	H	F	K	L	M	R		
5 miles and under.....	24	22	20	17	9	8	10	11	11	11	5	12	15	18	3	3	2	3	4	4	60	5
10 miles and over 5.....	29	27	23	19	11	9	10	13	12	13	5	13	18	18	4	3	2	3	4	5	60	5
15 miles and over 10.....	33	29	27	23	14	12	11	14	14	14	6	15	21	20	4	4	3	3	4	5	60	6
20 miles and over 15.....	35	33	29	25	16	14	12	15	16	17	7	17	23	22	5	4	3	4	5	5	80	7
25 miles and over 20.....	38	36	31	27	18	16	13	15	17	18	8	19	25	23	5	5	3	5	5	6	90	7
30 miles and over 25.....	41	38	33	29	19	17	13	16	18	19	8	20	27	24	5	5	4	5	5	6	100	8
35 miles and over 30.....	43	40	35	30	20	18	14	17	19	20	9	21	29	25	5	6	4	6	6	6	110	9
40 miles and over 35.....	46	42	37	30	21	19	14	17	20	21	9	22	31	26	6	6	4	6	6	6	125	9
45 miles and over 40.....	49	44	38	31	22	20	15	18	21	21	9	23	31	27	6	6	4	6	7	7	135	9

MISSISSIPPI EASTERN RAILWAY.

FOR DISTANCES OF	PER ONE HUNDRED POUNDS.						In Dollars and Cents Per Car.	
	Staves and Hoop Poles, C L, minimum weight 24,000 lbs.	Fertilizer, C L minimum weight 24,000 lbs.	Lumber, Lath and Shingles, minimum C L weight 24,000 lbs.		Brick, minimum C L weight 40,000 pounds.	Live Stock, released. (See Note 5.)	Horses and Mules.	Cattle, Hogs and Sheep. (See Note 5.)
			C L	L C L				
5 miles and under.....	3	3	3	4½	3	5½	10 00	8 00
10 miles and over 5.....	3	4	3	4½	3	5½	12 00	8 00
15 miles and over 10.....	4	4	4	5½	4	7	15 00	10 00
20 miles and over 15.....	4	5	4	5½	4	7	15 00	12 00
25 miles and over 20.....	5	5	5	6½	5	8½	18 00	13 00
30 miles and over 25.....	5	5	5	6½	5	8½	18 00	14 00
35 miles and over 30.....	6	5	6	7½	6	10½	21 00	15 00
40 miles and over 35.....	6	6	6	7½	6	10½	21 00	16 00
45 miles and over 40.....	6	6	6	7½	6	10½	22 00	17 00

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

MISSISSIPPI EASTERN RAILWAY.

TABLE OF DISTANCES BETWEEN
QUITMAN, MISS., AND

	Miles.
Chancellor.....Miss.	6
Brewer.....Miss.	9
Junction City.....Miss.	11
Camp.....Miss.	12

The following Exceptions to Classification must be used in connection with rates named in this Tariff:

ARTICLES.	Class.
Agricultural implements and machinery, when forwarded for repairs, will be returned over same road at owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding and full tariff rate paid, provided said shipments are returned within 60 days from date of forwarding for repairs, otherwise full tariff rates will be charged. Said freight bill must be attached to way-bill.	
Bark, tan, C L, minimum weight 24,000 lbs.....	L
Barrels, empty, L C L, viz.: Cider, oil, molasses, vinegar and whiskey.....	4
Barrel material. See Box material.	
Bones and bone dust, C L, minimum weight 24,000 lbs.....	K
Same, packed, L C L, 25 per cent higher than C L.	
Boxes, except cracker, returned empty.....	3
Boxes, N O S in the Classification, returned empty.....	3
Boxes, empty, N O S in the Classification, C L, minimum weight 10,000 lbs.....	6
Box and barrel material, C L, minimum weight 24,000 lbs....	L
Same, L C L, 5 cents per cwt. higher than C L.	
Building material, consisting of lumber, lime, cement, plaster, sand, brick, laths, and shingles, in mixed carloads, minimum weight 24,000 lbs, will be charged for at the highest carload rate on either or any article named. Shipments to be loaded and unloaded by the owners.	
Brick, common and fire, C L, minimum weight 24,000 lbs.....	L
Brick, L C L, 175 per cent of C L.	
Cans, empty, except parts of cotton mill machinery, in bulk, C L, minimum weight 12,000 lbs.....	4
Cement, in barrels, C L, minimum weight 24,000 lbs.....	L
Cement, in barrels, L C L, 175 per cent of carload rate.	
Charcoal, C L, minimum weight 24,000 lbs.....	R
Clay, common and fire, C L, minimum weight 24,000 lbs.....	K
Coal and coke, C L, minimum weight 24,000 lbs.....	R
Corn, in shucks, C L, minimum weight 24,000 lbs., 20 per cent less than Class.....	D
Cotton seed meal, C L, minimum weight 24,000 lbs.....	Spl.
Cotton seed meats (decorticated or hulled cotton seed), 40 per cent higher than cotton seed.	

ARTICLES	Class
Cotton seed meal, when accompanied by certificate of shipper or consignee that same will be used exclusively for fertilizing purposes. Fertilizer rate.	
Crates, egg, returned empty.....	3
Drain tile, C L, minimum weight 24,000 lbs.....	L
Fertilizers, C L, minimum weight 24,000 lbs.....	K
Fertilizer, L C L, 20 per cent higher than C L, minimum rate 5 cents per cwt.	
Grain, hay and mill stuff, mixed, C L, minimum weight 24,000 lbs.....	D
Granite. See Marble.	
Gravel, C L, minimum weight 24,000 lbs.....	M
Hay, grain and mill stuff, mixed, C L, minimum weight 24,000 lbs.....	D
Heading. See Staves.	
Hoofs and horns, C L, minimum weight 24,000 lbs.....	L
Hoop poles, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Ice, in sacks, L C L, and released, and prepaid or guaranteed.	6
Ice, C L, minimum weight 24,000 lbs.....	L
Iron, bridge, pig, railroad, spikes, chairs, frogs and track fastenings, C L, minimum weight 24,000 lbs.....	L
Iron, scrap, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Laths, C L, minimum weight 24,000 lbs.....	L
Laths, in bundles, L C L, O R, 20 per cent higher than C L.	
Lime, in casks or barrels, C L, minimum weight 24,000 lbs---	R
Lime, in casks or barrels, L C L, 175 per cent of carload rate.	
Live stock, C L, except race horses, not to exceed 20,000 lbs, to be fed by owner at his expense, and to be released as per contract, to be executed by shipper and authorized agent of the company.....	S
Race horses, C L, released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses in carloads, not exceeding three attendants, at their own risk to accompany each car; additional attendants at their own risk in same car, to be charged for by purchasing ticket at Passenger Tariff rates.	
Live stock, in double deck cars. See Note 5.	
Live stock, in double decked or tiered cars, 50 per cent higher than in single decked cars. Cars must be double decked at expense and risk of owner, and without injury to the car. Bills of lading must be stamped "owner's risk of loss or damage account of double decking." (See note 5.)	
Live stock, in mixed C L. The rate on the highest rated stock will be charged on the entire shipment.	
Live stock, except race horses, L C L, to be fed by owner at his expense, and to be released as per contract; weights estimated as follows, until the amount charged shall equal the carload rates:	
Live stock, estimated weights:	
One horse or mule, 2,000 lbs.....	3
Two horses or mules, 3,500 lbs.....	3
Each additional horse or mule, 1,000 lbs.....	3
Cattle, L C L. (See Note 6.)	
Mare and colt, together, 2,500 lbs.....	3

ARTICLES	Class
Stallions, jacks and bulls, 2,500 lbs. each.....	3
Yearling stallion, valuation limited to \$25, 1,600 lbs. each.....	3
Calves and sheep, boxed, actual weight, but not less than 175 lbs. each.....	1
Colts, under one year old, 500 lbs. each.....	1
Lambs and pigs, boxed, actual weight, but not less than 75 lbs. each.....	1
Hogs for market, boxed, 350 lbs. each.....	2
Stock hogs, boxed, 125 lbs. each.....	1
Live stock, not released, double the foregoing rate.	
Race horses, L C L, released by contract, valuation limited not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.	
RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.	
One, two or three cars of stock will entitle the owner or drover to pass free on the train to take care of them.	
Four to six cars, inclusive, belonging to one owner, two men in charge, which is the maximum number that will be passed for one owner.	
All persons thus passed are at their own risk of personal injury from any cause whatever, and the company will not be responsible for the loss of their personal effects.	
Attendants will not be passed free unless they accompany the stock on the same train.	
Logs, C L, minimum weight 24,000 lbs.....	M
Lumber, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Machinery returned for repairs. See Agricultural implements.	
Marble, granite and stone, rough, C L, released, minimum weight 24,000 lbs.....	L
Marble, granite and stone, dressed, except gravestones and monuments, C L, released, minimum weight 24,000 lbs.	D
Meat, bacon and hams, in sacks. Class B.	
Melons, prepaid, or freight guaranteed, C L, minimum weight 24,000 lbs.....	1/2 of 5
Same, packed, released, prepaid or freight guaranteed, L C L.....	6
Merry-go-rounds, or Flying Dutchmen, minimum weight 20,000 lbs.....	6
Mill stuff, hay and grain, mixed, C L, minimum weight 24,000 lbs.....	D
Oil, coal, or its products, in cans, boxed, C L, released.....	6
Ores, copper and iron, C L, minimum weight 24,000 lbs.....	L
Pipe, sewer, C L, minimum weight 24,000 lbs.....	L
Plow handles, unfinished and rough, C L, minimum weight 24,000 lbs., 20 per cent higher than.....	L
Poultry, live, C L, released, same as horses and mules, C L.	
Powder. (See Note 4.)	
Roofing slate, minimum weight 24,000 lbs.....	L
Roofing felt, C L, minimum weight 24,000 lbs.....	L
Salt, in sacks or barrels, C L, minimum weight 20,000 lbs.....	R
Salt, except table, in barrels or sacks, L C L, 5 cents per 100 lbs. higher than C L.	
Sand, C L, minimum weight 24,000 lbs.....	M
Sawdust, C L, minimum weight 24,000 lbs.....	M

ARTICLES	Class
Sawmills, C L, minimum weight 24,000 lbs.....	½ of 5
Shingles, C L, minimum weight 24,000 lbs.....	L
Same, L C L, 25 per cent higher than C L.	
Shooks, C L, minimum weight 24,000 lbs.....	L
Spokes, C L, minimum weight 24,000 lbs.....	L
Staves and heading, C L, minimum weight 24,000 lbs.....	L
Stills, copper, C L, minimum weight 20,000 lbs.....	6
Stone. See Marble.	
Sulphur, for manufacture of fertilizers, C L, minimum weight 24,000 lbs.....	K
Tar (other than coal), C L, minimum weight 24,000 lbs.....	4
Tar, coal, minimum weight 24,000 lbs.....	L
Timber, hewn, C L, minimum weight 24,000 lbs.....	L
Tombstones and bases must be prepaid.	
Turpentine, crude or spirits, L C L.....	4
Vehicle material, wood, hubs, spokes, shafts, bows, felloes, singletrees, etc., unfinished, C L, minimum weight 24,000 lbs.....	L
Woodenware, C L, minimum weight 20,000 lbs.....	5
Wood, in shape for building purposes, such as mouldings, brackets, banisters, etc., L C L (applies only on business between local stations).....	6
Wood, in the rough, stave bolts, axe handle and whip stock material, C L, minimum weight 24,000 lbs.....	R
Wood, fire, C L, minimum weight 24,000 lbs.....	M

NOTE 1. *Minimum Charge*—On small shipments, M. E. Ry. charges will be assessed on actual weight at the Class rate, with a minimum of 25 cents for single shipment.

NOTE 2. Shipments of butter and cheese in less than carload lots will not be transported in refrigerator cars.

NOTE 3. All carload freight shall be subject to a minimum charge for trackage and rental of one dollar per car for each twenty-four hours detention or fractional part thereof, after the expiration of forty-eight hours from its arrival at destination, Sundays and legal holidays excepted. The above does not govern where Car Service Association Rules are in force.

NOTE 4. *Powder*—No single shipment will be taken for less than 50 cents and not to be considered part of shipment of other articles.

NOTE 5. On shipments of live stock between points entirely within the State of Mississippi the shipper may have the privilege of shipping different kinds of live stock when separated by gates, bars, or partitions; or may also have the privilege of putting in upper decks at his own expense and without any injury to the car. Shippers loading in the above described manner assume all responsibility for damage that may occur by reason of stock being so loaded.

NOTE 6. Estimated weight (cattle, not crated): One cow, 1,600 lbs.; two cows, 2,800 lbs.; each additional cow, 800 lbs.; yearling cattle, actual weight, but not less than 1,000 lbs.; bull calf, value limited to \$25, 1,600 lbs.; cow and calf together, 1,800 lbs. Cattle not released, double the foregoing rates.

QUITMAN, Miss., August 28, 1905.

PASSENGER TARIFF SHEET

MISSISSIPPI EASTERN RY.

FARE FROM	Distance from Quitman	Chan- cellor.	Brewer.	Junc- tion City.	Camp.
Quitman.....	-----	\$0.18	\$0.27	\$0.33	\$0.36
*Chancellor.....	6	-----	.15	.15	.18
Brewer.....	9	-----	-----	.15	.10
*Junction City.....	11	-----	-----	-----	.10
Camp.....	12	-----	-----	-----	-----

* Flag Station.

Conductors will collect 4 cents a mile from passengers paying their fare on the train, except from stations where there is no ticket office. For 5 miles or less where fare is paid to conductor, the charge will be 20 cents.

C. P. MILLER,
General Passenger Agent.

NATCHEZ, COLUMBIA & MOBILE RAILROAD COMPANY—LOCAL DISTANCE TARIFF.

Subject to Southern Classification No. 25.

In Effect November 1, 1903.

DISTANCES.	LESS THAN CARLOADS.												CARLOADS—Maximum weight of Load 25 Tons.														
	CLASSES—Cents per 100 Pounds.												Flour, cents per barrel.	Grain and Grain Products, including Meal, per 100 lbs. Minimum charge 25 cents.	Lumber, Lath, Shingles, Scrap Iron, cents per 100 lbs.	Staves, cents per 100 lbs.	Salt, Lime, Cement and Cotton Seed, not less than 20 tons, cents per 100 lbs.	Fertilizers, not less than 20 tons, per ton of 2,000 lbs.	Coal, per ton of 2,000 lbs.	Logs, Poplar, Gum, Oak, Hickory, Walnut, round or hewn, per M.	Hewn Ties or Piling, Oak or Pine, cents per 100 lbs.	Native Corn, cents per 100 lbs.	Native Hay, cents per 100 lbs.	Bricks, not less than 9,000 per M.	Live Stock, per car, single deck, released, valuation limited.	Cotton, per bale of not exceeding 500 lbs.	
	1	2	3	4	5	6	A	B	C	D	E	H															
Under 5 miles.	30	20	17	15	12	12	15	15	15	15	15	25	6	4	4	4	100	80	200	4	5	8½	150	15	00	40	
5 miles and under 10	35	25	20	20	15	15	15	15	15	15	15	25	7	4	4	4	100	80	200	4	5	8½	150	15	00	40	
10 miles and under 15	40	30	25	25	20	20	18	20	20	8	25	30	8	4	4	4	100	100	200	4	7	12½	150	20	00	50	
15 miles and under 20	45	35	30	25	20	20	18	20	20	9	25	30	9	4	4	4	100	100	200	5	7	12½	150	25	00	60	
20 miles and under 25	50	40	35	30	25	25	20	22	25	10	30	35	10	4	4	4	100	100	200	6	7	12½	150	25	00	60	

Lumber, L C L, 6 cents per 100 lbs. Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

STATIONS AND DISTANCES.

Illinois Central Junction..	0.3	Verna.....	16.5
Wilkinson's.....	3.5	Lawrenceburg.....	17.3
Shack.....	7.	Topeka.....	20.
Ruth.....	10.	Roonville.....	22.
Bristerville.....	12.		

C. S. BUTTERFIELD,
Vice-President.

Approved by
MISSISSIPPI RAILROAD COMMISSION.
JOHN A. WEBB, Secretary.

NATCHEZ & SOUTHERN RAILWAY CO.

SWITCHING TARIFF No. 6.

(Cancels No. 4.)

SWITCHING RATES AT NATCHEZ, MISS., ON CARLOAD FREIGHT.

BETWEEN	AND	ACCUES TO	PER CAR.
*Baker & McDowell Hardware Co.	Broadway Junction.	Free inbound.	
*Rumble & Wensel Co.	Broadway Junction.	Free inbound.	
*Posthethwaite & Chase.	Broadway Junction.	Free inbound.	
Enoch's Lumber Co.	Broadway Junction.	Y. & M. V. R. R.	\$2 00
Frazer's Coal Yard.	Broadway Junction.	Y. & M. V. R. R.	2 00
Geisenberger & Freidler.	Broadway Junction.	Y. & M. V. R. R.	2 00
Lemp's Beer House.	Broadway Junction.	Y. & M. V. R. R.	2 00
I. Lowenburg & Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
Mississippi Cotton Oil Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
Natchez Light, P. & T. Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
Natchez Oil Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
+Peoples Comp. & W. H. Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
Standard Oil Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
R. Viener & Co.	Broadway Junction.	Y. & M. V. R. R.	2 00
Adams Lumber Yard.	Broadway Junction.	Y. & M. V. R. R.	2 00
Armour & Co., Warehouse.	Broadway Junction.	Y. & M. V. R. R.	2 00
Moerline Brewing Co., Warehouse.	Broadway Junction.	Y. & M. V. R. R.	2 00
Hill Lumber & Mfg. Co.	Broadway Junction.	N. & S. RY	2 00
	Broadway Junction.	Y. & M. V. R. R.	2 00

* On joint track.

† Switching will be performed free of charge to Peoples Compress & Warehouse.

Issued May 12, 1903.

Effective at once.
 C. B. BROWNELL, V. P. & G. M.,
 Natchez, Miss.

NATCHEZ & SOUTHERN RAILWAY CO.

AMENDMENT No. 1 TO SWITCHING TARIFF No. 6.
SWITCHING RATES AT NATCHEZ, MISS., ON CARLOAD FREIGHT.

Refer to Tariff and amend as follows:

BETWEEN	AND	ACCUES TO	PER CAR.
W. H. Pritchett & Co.....	Broadway Junction.....	N. & S. Ry.....	\$2 00
FROM	TO	ACCUES TO	ON COAL, C L, Per ton 2,000 Lbs.
N. & L. R. T. Co., Incline.....	Broadway Junction.....	N. & S. Ry.....	25 cents, min. \$5 per car.

NOTE—The Natchez & Louisiana Railway Transfer Co. demand 12½ cents per ton of 2,000 lbs. on coal loaded into cars on its Natchez incline destined to industries in Natchez, Miss., and the agent at Natchez will collect this charge in addition to the above switching charge and report same separately on Form "K," as per Accounting Department instructions.

Issued August 25, 1904.

Effective at once.

C. B. BROWNELL,
Vice-President and General Manager, Natchez, Miss.

NATCHEZ & SOUTHERN RAILWAY CO.
 AMENDMENT No. 2 TO SWITCHING TARIFF No. 6.
 SWITCHING RATES AT NATCHEZ MISS., ON CARLOAD FREIGHT.

Refer to Tariff as amended and add the following:

IN DOLLARS AND CENTS, PER CAR.

FROM	TO	ACCUES TO	RATE.
Natchez Cooperaage Co.....	Broadway Junction.....	N. & S. Ry.....	\$3 50

NOTE—The above rate applies on cooperaage stock only.

Issued October 20, 1904.

Effective at once.

C. B. BROWNELL,
 Vice-President and General Manager, Natchez, Miss.

NATCHEZ & SOUTHERN RAILWAY CO.

AMENDMENT No. 3

(Amendments Nos. 1, 2 and 3 include all changes)

TO SWITCHING TARIFF No. 6.

SWITCHING RATES AT NATCHEZ, MISS., ON CARLOAD FREIGHT.

IN DOLLARS AND CENTS PER CAR.

FROM	TO	ON	RATE.
Natchez Cooperage Company and N. & S. Terminals (under the hill)	Natchez, Miss (depot delivery).....	Lumber, sawdust, shavings, etc., sand and gravel, carloads.....	\$5 00

Issued April 20, 1905.

Effective April 27, 1905.

C. B. BROWNELL, V. P. & G. M.

Natchez, Miss.

Authority of Miss. R. R. Com., Dated April 27, 1905.

PASCAGOULA ST. RAILWAY & POWER CO.

SCRANTON, MISS.

LOUISVILLE, KY., September 5, 1905.

T. R. MAXWELL, ESQ., Secretary Mississippi Railroad Commission,
Jackson, Miss.:

DEAR SIR—Replying to your request of the 29th, am pleased to give you tariff on freight on our road, which is as follows:

The basis of our rates is the L. & N. Tariff rates between Scranton, Miss., and other points. I enclose you a copy of such rates when applied to Ohio River points and Nashville, Tenn. Rates between such points and Moss Point are obtained by adding the following differentials to the Scranton rates:

1	2	3	4	5	6	A	B	C	D	E	H	F
3	3	2	2	2	1	2	2	1	1	2	2	2

The local tariff between Moss Point and Scranton is as follows:

1	2	3	4	5	6	A	B	C	D	E	H	F
12	10	9	8	7	6	6	6	5	5	6	6	10

I	L	M	N	X	XX	Per Ct.
6	5	4	3	60	\$5 00	\$6 00

Governed by L. & N. Local Classification.

Rates between Moss Point and Mobile and Moss Point and New Orleans are as follows:

TO MOSS POINT, MISS., FROM NEW ORLEANS, LA.

Per Hundred Pounds.

Classes.

1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N
32	28	24	21	20	18	19	19	12	8	19	19	24	19	12	9	7

TO MOSS POINT, MISS., FROM MOBILE, ALA.

1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N
32	28	24	21	20	18	19	19	12	7	19	19	24	19	12	9	7

We trust the above meets your requirements.

Yours truly,

S. S. BUSH, *General Manager.*

PASCAGOULA ST. RAILWAY & POWER CO.

RATES ON GENERAL MERCHANDISE BETWEEN SCRANTON, MISS., AND OHIO RIVER POINTS, ETC.

BETWEEN SCRANTON, MISS. AND		CLASSES.																	Live Stock, except Hogs.				
																			Hogs.	Sheep.			
		1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal, per ton.				
Cincinnati.....	Ohio	127	106	88	73	62	56	45	44	38	31	48	44	71	44	50	25	23	410	110	00	110	00
Louisville.....	Ky.	119	102	79	69	58	52	42	42	36	29	45	42	67	42	46	23	21	410	110	00	110	00
Henderson.....	Ky.	113	95	79	65	54	48	38	38	32½	26	41	38	60	38	43	24	22	410	110	00	110	00
Evansville.....	Ind.	113	95	79	65	54	48	38	38	32½	26	41	38	60	38	43	24	22	450	114	00	114	00
East St. Louis.....	Ill.	119	100	79	69	58	52	42	42	36	29	45	42	67	42	38	24	22	410	110	00	110	00
Nashville.....	Tenn.	104	88	70	61	51	46	38	37	31	24	40	37	57	37	33	21	20	375	80	00	80	00

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

PASCAGOULA ST. RAILWAY & POWER CO.

RATES ON GENERAL MERCHANDISE BETWEEN SCRANTON, MISS., AND OHIO RIVER POINTS, ETC.

TO		CLASSES		Bran, Feed, Millstuff, Hominy, Grits, Hominy Feed and Flour in bbls. or sacks, straight or mixed, C L.	Corn and Oats, C L.	Wheat, C L.
FROM		C L only.				
		C	D F			
Cincinnati	Ohio	22	20	22	24	
Louisville	Ky.	28	23	20	22	
Henderson	Ky.	25½	21	18	20	
Evansville	Ind.	25½	21	20	22	
East St. Louis	Ill.	28	23	17	...	
Nashville	Tenn.	23	18			

Maximum rate on native corn and hay, ear lots, in Mississippi, 15 cents per 100 pounds.

FERNWOOD & GULF RAILROAD—LOCAL DISTANCE TARIFF No. 1.

Governed by Southern Classification.

(This tariff does not affect rates now in force to and from New Orleans, or any special rates.)

CLASSES.																													
DISTANCES.		CENTS PER HUNDRED LBS.																											
		A												B				C				D				E		H	
		CL																											

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

FERNWOOD & GULF RAILROAD.

Cotton, any quantity, between all stations, 50 cents per bale.

Cotton seed, car loads, to Fernwood from stations east of the Bogue Chitto River, \$1.25 per ton.

Cotton seed, carloads, to Fernwood from stations west of the Bogue Chitto River, \$1.00 per ton.

Logs, C L, any quantity, between all stations, \$2.50 per 1,000 feet.

Lumber, C L, any quantity, between all stations, 4 cents per 100 lbs. any distance.

Lumber, L C L, any quantity, between all stations, 6 cents per 100 lbs. any distance.

Fertilizer, C L, any quantity, between all stations, 50 cents per ton 2,000 lbs., minimum 20 tons.

Fertilizer, L C L, any quantity, between all stations, \$1.00 per ton 2,000 lbs.

Brick, C L, any quantity, between all stations, \$2.00 per 1,000 brick.

Brick, L C L, any quantity, between all stations, \$3.00 per 1,000 brick.

Ice, per ton, minimum 2 tons, Fernwood to Pitts and Conerly and intermediate stations, \$2.00. Minimum 5 tons, \$1.50.

Ice, per ton, minimum 2 tons, Fernwood to Hamilton, Tyler-town and intermediate stations, \$2.50. Minimum 5 tons, \$2.00.

Ice, to all stations, 25 cents per sack 100 lbs.

Soda water, all stations, any quantity, 25 cents per case.

Native grown hay and corn, between all points in Mississippi, not to exceed 15 cents per 100 lbs. in C L.

No single shipment less than 25 cents.

All freights must be prepaid on inbound shipments originating on other lines.

DISTANCE FROM FERNWOOD.

	MILES.
To Pitts.....	2
To Martins.....	3
To Jennings.....	5
To Bearden.....	8
To Barrs.....	9
To Conerly.....	11
To Hamilton.....	12
To Lees.....	13
To Mesa.....	16
To Rushing.....	18
To Tylertown.....	21

Effective March 5, 1905.

DISTANCE TABLE, FERNWOOD & GULF RAILROAD.

Giving the names of all stations, regular stops and flag. All in Pike County, State of Mississippi.

	Names of Stations.	Distances Between Stations.	Total Distance From Fernwood.	
Western terminus on I. C. Ry.	Fernwood.....	.....	.....	Depot building.
Flag station.....	Pitts.....	2.33 miles.	2.33 miles.	
Flag station.....	Martin.....	1.31 miles.	3.64 miles.	
Flag station.....	Jennings.....	0.79 miles.	4.43 miles.	
Flag station.....	Beardens.....	3.11 miles.	7.54 miles.	
Regular stop.....	Barrs.....	1.06 miles.	8.60 miles.	Depot building.
Flag station.....	Conerly.....	1.54 miles.	10.14 miles.	(Kioto Post-office.)
Flag station.....	Hamilton.....	1.59 miles.	11.73 miles.	
Regular stop.....	Lees.....	1.13 miles.	12.86 miles.	
Regular stop.....	Mesa.....	2.87 miles.	15.73 miles.	Depot building.
Flag station.....	Rushing.....	2.19 miles.	17.92 miles.	
Eastern terminus.....	Tylertown.....	2.38 miles.	20.30 miles.	Depot building.
East end of track.....	.....	0.41 miles.	20.71 miles.	

20.71 miles of main line. No branches.

Lengths of side tracks not included in this statement.

W. D. HURT,
Chief Engineer.

SARDIS, Miss., September 21, 1905.

T. R. MAXWELL, Secretary, Jackson, Miss.:

DEAR SIR—We return herewith your memo. of the 20th, on which we have noted stations on our line with numbers. The numbers represent the number of miles from Sardis to each station. We have also shown thereon freight rates in effect this date.

Yours truly,

C. M. CARRIER & SON,

SARDIS & DELTA RAILROAD.

	CLASSES.												
	1	2	3	4	5	6	A	B	C	D	E	H	F
5 miles and under.....	20	16	13	11	9	8	10	11	11	5	9	13	18
10 miles and over 5 miles..	25	20	16	13	11	9	10	13	12	5	11	16	18
15 miles and over 10 miles	30	24	20	16	14	12	11	14	14	6	14	20	20

Station No.

0.	Sardis.
3.	Davis Chapel.
6.	McIvors.
8.	Johnson.
10.	Malone.
12.	Ballentine.
13.	Baptist.
16.	Burke.
21.	Carrier.

LOCAL TARIFF No. A-1
Of
BROOKHAVEN & PEARL RIVER RAILWAY COMPANY.
Applying on
GENERAL MERCHANDISE,
Between all Stations on the
BROOKHAVEN & PEARL RIVER RAILWAY COMPANY.

Rates herein governed by Southern Classification (except as otherwise provided).

Commodity rates apply whether lower or higher than Class rates.

Intra-state traffic (having origin and destination in the State of Mississippi) received from and delivered to our connections only, will be governed by Mississippi State Classification. This will not apply on traffic moving locally (between local stations only).

Issued November 10, 1904.

Effective November 15, 1904.

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BROOKHAVEN & PEARL RIVER RAILWAY COMPANY.

LIST OF STATIONS AND DISTANCES, ALL IN THE STATE OF MISSISSIPPI.

	Brook- haven.	Pearl- haven.	Soegaard.	Mays.	Nola Junction.	Nola.	Monti- cello.
Brookhaven.....	-----	1	10	12	13	14	25
*Pearlhaven.....	1	-----	9	11	12	13	24
*Soegaard.....	10	-----	-----	2	3	4	15
*Mays.....	12	11	2	-----	1	2	13
*Nola Junction.....	13	12	3	2	-----	1	12
Nola.....	14	13	4	2	1	-----	11
Monticello.....	25	24	15	13	12	11	-----

* Non-Agency Stations. Freight must be prepaid.

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

BROOKHAVEN & PEARL RIVER RAILWAY COMPANY.

CLASS RATES.

DISTANCES.	IN CENTS PER HUNDRED POUNDS.										Per Bbl	IN CENTS PER 100 LBS.							
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	
5 miles or less.....	22	18	16	13	11	10	9	17	12	6	13	16	18	11	9	7	5	5½	
10 miles and over 5.....	26	24	19	16	13	12	11	18	13	7	15	19	19	13	12	7½	5½	5½	
15 miles and over 10.....	31	26	24	19	17	14	13	19	14	8	17	23	20	15	14	8	6	6	
20 miles and over 15.....	33	29	25	21	18	15	14	20	16	9	19	25	23	17	16	9	6½	6½	
25 miles and over 20.....	35	31	26	23	20	16	15	21	17	10	20	26	24	19	18	10	7	7	

Maximum rate on native corn and hay, car lots, in Mississippi, 15 cents per 100 pounds.

BROOKHAVEN & PEARL RIVER RAILWAY COMPANY.

GENERAL FREIGHT DEPARTMENT.

SUPPLEMENT No. 2

To

LOCAL TARIFF No. A-1.

Pop, any quantity (in cases), from Brookhaven to all Stations,
per case, 18 cents.

Empty pop bottles, returned in cases, per case, 10 cents.

Issued September 8, 1905.

Effective September 8, 1905.

BROOKHAVEN & PEARL RIVER RAILWAY COMPANY.

GENERAL FREIGHT DEPARTMENT.

SUPPLEMENT No. 1

To

LOCAL TARIFF No. A-1.

(Canceling all preceding Amendments or Supplements.)

For rates refer to original tariff.

Issued September 8, 1905.


Effective September 8, 1905.

GRADUATED EXPRESS CHARGES

FOR PACKAGES WEIGHING
LESS THAN ONE HUNDRED POUNDS

GRADUATED EXPRESS CHARGES FOR PACKAGES WEIGHING LESS THAN 100 POUNDS.


When the rate between any two points is given below, use the next higher rate for making price.

WHEN RATE IS 	.40	.50	.60	.75	1.00	1.25	1.50	1.75	2.00	2.50	3.00	3.50	4.00	4.50
Pkgs. not over	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1	1 lb 25 1
Over 1 lb. "	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2	2 25 2
" 2 "	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3	3 25 3
" 3 "	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4	4 25 4
" 4 "	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5	5 25 5
" 5 "	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7	7 25 7
" 6 "	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10	10 25 10
" 7 "	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15	15 25 15
" 8 "	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20	20 25 20
" 9 "	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25	25 25 25
" 10 "	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30	30 25 30
" 11 "	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35	35 30 35
" 12 "	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40	40 30 40
" 13 "	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45	45 30 45
" 14 "	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50	50 30 50
" 15 "	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55	55 35 55
" 16 "	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60	60 35 60
" 17 "	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65	65 35 65
" 18 "	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70	70 35 70
" 19 "	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75	75 40 75
" 20 "	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80	80 40 80
" 21 "	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85	85 40 85
" 22 "	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100	100 40 100

When the rate per 100 lbs. is \$2 or more, charge pound rates for 50 lbs. or over; but the charge on a package less than 50 lbs. in weight must not be greater than the charge for 50 lbs. If less than \$2 per 100 lbs. graduated charge must be made; but the charge for a shipment at a rate of less than \$2 per 100 lbs. shall not be more than the charge on the same shipment when the rate is \$2 or more per 100 lbs.

GRADUATED EXPRESS CHARGES FOR PACKAGES WEIGHING LESS THAN 100 POUNDS.

When the rate between two points is given below, use the next higher rate for making price.

WHEN RATE IS 		5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	20.00
Pkgs. not over.....	1 lb	25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 30	1 lb 30	1 lb 35	1 lb 35	1 lb 35	1 lb 35	1 lb 40
Over	1 lb.	30	2 30	2 30	2 30	2 30	2 30	2 30	2 30	2 35	2 35	2 40	2 40	2 40	2 45	2 50
"	2	45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 50	3 50	3 50	3 60	3 60
"	3	60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 65	4 65	4 65	4 75	4 80
"	4	70	5 70	5 70	5 75	5 75	5 75	5 75	5 75	5 80	5 80	5 85	5 85	5 85	5 95	5 100
"	5	90	7 90	7 95	7 100	7 100	7 100	7 100	7 100	7 100	7 110	7 115	7 115	7 115	7 140	7 150
"	7	100	10 100	10 115	10 120	10 125	10 135	10 150	10 150	10 150	10 150	10 165	10 165	10 165	10 180	10 200
"	10	115	15 115	15 135	15 150	15 160	15 175	15 200	15 200	15 215	15 215	15 235	15 235	15 235	15 275	15 300
"	15	130	20 130	20 165	20 175	20 200	20 200	20 250	20 250	20 275	20 275	20 300	20 300	20 320	20 340	20 400
"	20	150	25 150	25 185	25 200	25 225	25 250	25 300	25 325	25 350	25 350	25 375	25 375	25 400	25 425	25 500
"	25	175	30 175	30 210	30 250	30 275	30 300	30 325	30 375	30 400	30 400	30 420	30 450	30 480	30 510	30 600
"	30	200	35 200	35 250	35 275	35 325	35 350	35 375	35 425	35 475	35 490	35 525	35 560	35 595	35 630	35 700
"	35	225	40 225	40 275	40 325	40 350	40 400	40 425	40 475	40 525	40 560	40 600	40 640	40 680	40 720	40 800
"	40	250	45 250	45 300	45 350	45 400	45 450	45 475	45 525	45 585	45 630	45 675	45 720	45 765	45 810	45 900
"	45	250	50 250	50 300	50 350	50 400	50 450	50 500	50 550	50 600	50 700	50 750	50 800	50 850	50 900	50 1000

EXPRESS CIRCULAR No. 6.

OFFICE OF THE MISSISSIPPI RAILROAD COMMISSION,

JACKSON, MISS., December 5, 1904.

The "Graduated Rate Tables," as revised by the several Express Companies doing business in this State, including the American and Southern Express Companies, shall apply to local business except as modified by the order of the Railroad Commission, made May 16, 1893, which order is as follows:

1. "Packets not exceeding five pounds in weight or five dollars in value, between any two points on the line of either the Southern Express Company or the American Express Company, in this State, will be carried for a sum not exceeding twenty-five cents, and when such package goes over the lines of both of said companies the combined charge shall not exceed thirty cents, to be divided equally between the two companies."

2. "Packages over five pounds and not over ten pounds in weight, not bulky, or twenty (\$20) dollars in value, between any two points on either of the lines of the Southern Express Company or the American Express Company, will be carried for a sum not exceeding the following table of charges, viz.:

OVER ONE LINE.

1 to 10 miles.....	\$0 25
11 to 25 miles.....	30
25 to 50 miles.....	30
51 to 100 miles.....	35
101 to 150 miles.....	40
151 to 200 miles.....	40
201 to 250 miles.....	40
251 to 300 miles.....	50
301 to 350 miles.....	50
351 to 400 miles.....	50
401 to 500 miles.....	50

When carried over two or more railroads, price to be as follows:

25 to 50 miles.....	\$0 40
51 to 100 miles.....	50
101 to 150 miles.....	50
151 miles and over.....	60

All express matter shall be delivered by the local agent at such offices as are designed as "Delivery Offices" by the Railroad Com-

mission, as well as such other offices as may be designated by the said Express Companies in the territory of each of them respectively.

Copies of this circular, in printed form, shall be furnished by the Secretary of the Commission to the Superintendents of the several Express Companies in this State, and their local agents shall post the same conspicuously in their respective offices for the information of the public.

JNO. D. MCINNIS, *President.*

A. Q. MAY,

J. C. KINCANNON,

JNO. A. WEBB, *Secretary.*

DEMURRAGE AND DELAYAGE RULES

ADOPTED JUNE 8, 1904, AND EFFECTIVE JUNE 18, 1904.

RULE 1.—Railroad companies shall within twenty-four hours after the arrival of shipments, give notice by mail or otherwise, to consignee of arrival of goods, together with weight and amount of freight charges due thereon and on goods in car load quantities, said notices must contain letters or initials of the car, number of the car, and if transferred in transit, the number and initial of the original car, net weight, and the amount of freight charges due on same. No demurrage charge shall be made unless legal notice of arrival is given to consignee.

Any railroad company failing to give such notice, and to deliver such freight at its depots or warehouses; or, in case of shipment for track delivery, to place loaded cars at an accessible place for unloading, within twenty-four hours after arrival, computing from 7 A. M., the day following the arrival, shall forfeit and pay to the consignee, or other party whose interest is affected, the sum of one dollar per car per day or fraction of a day, on all car load shipments, and one cent per 100 pounds per day or fraction thereof on less than car load lots, with a minimum charge of five cents for any one package, after the expiration of said twenty-four hours.

RULE 2.—Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time begins at 7 o'clock A. M. on the day after such notice has been given. Constructive notice referred to consists of posting notice by mail to the consignee; provided, however, that if, in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents or employes have received such notice, then no demurrage charge shall be made until after legal notice, as above specified, is given.

RULE 3.—For all package freight not unloaded in depot or warehouse by railroad company within forty-eight hours, not including Sundays or legal holidays, computing from 7 o'clock A. M. on day following arrival, the railroad company may be subjected by the consignee to a charge for each day or fraction of a day that said freight remains in a car as follows: In less than car load quantities, not more than one cent per 100 per day; in car load quantities, not more than ten cents per ton of 2,000 pounds per day.

All package freight unloaded in depot and warehouse, which is not removed by the owners thereof from the custody of the railroad company within forty-eight hours (not including Sundays or legal

holidays), computed from 7 o'clock A. M. on the day following the day of legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than car load quantities not more than one cent per 100 pounds per day.

In car load quantities, not more than ten (10) cents per ton of two thousand (2,000) pounds per day.

When consignees reside more than three miles and within ten miles of the railroad station, five days' free time will be allowed.

When consignees reside more than ten miles from the railroad station seven days' free time will be allowed.

RULE 4.—Loaded cars, which by consent or agreement between the railroad and consignee, that are to be unloaded by consignee, such as bulk meat, bulk grain, hay, cotton seed, lumber, lime, coal, coke, sand, brick, stone, and wood, and all cars taking track delivery, which are not unloaded from the cars containing same within forty-eight (48) hours (not including Sundays or legal holidays), computed from 7 o'clock A. M. of the following the day legal notice of arrival is given, and the car or cars are placed accessible for unloading, may be subject thereafter to a charge of demurrage of one dollar per car for each day, or fraction of a day, that said car or cars remain loaded in the possession of the railroad company, it being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commence, they are to be placed accessible to the consignee for unloading purposes, on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct the unloading of the same, the consignee shall not be chargeable with the delay caused thereby, provided, further, that when any consignee shall receive four or more cars during any one day loaded with lumber, laths, shingles, wood, coal, coke, lime, ore, sand or bricks, and all cars taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of seventy-two hours.

When consignees reside more than three miles and within ten miles of the railroad station, five days' free time will be allowed.

When consignee resides more than ten miles from the railroad station seven days' free time will be allowed.

RULE 5.—When consignors ship goods to order but express in their bills of lading the name of a person at destination to notify, it shall be the duty of the railroad company to give legal notice to such party in the same way and under the same rule as if the ship-

ment had been made to him. But when consignors do not comply with this condition, the notice may be addressed by mail to the consignee at a point of delivery, and demurrage will begin as in other cases of notice by mail, and the mailing of such notice shall be sufficient legal notice, whether the consignee actually receives the same or not.

RULE 6.—Railroad companies are authorized to store such property in public warehouses at the expense of the owner, if same is not removed before demurrage charges attach, provided that storage charges on such freight shall not exceed the demurrage allowed under their rules.

RULE 7.—Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE 8.—Railroads shall not discriminate between persons or place in storage or demurrage charges. If a railroad company collects storage or demurrage of one person under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed.

If demurrage is collected by a railroad company at one point on its line it must collect at all of the places on its line, of those liable under the rules of this Commission; provided, that the Commission shall hear and grant applications to suspend the operation of this rule whenever justice shall demand this course.

RULE 9.—Whenever a shipper makes a verbal or written application to a railroad company for car or cars to be loaded with any kind of freight embraced in the tariff of said company, stating the articles and destination, the railroad company shall furnish same within five days' from seven (7) o'clock A. M. the day following such application. Or when the shipper making such application specifies a future day on which he desires to make a shipment, giving not less than five days' notice thereof, computing from 7 o'clock A. M. the day following such notice, the railroad company shall furnish such car or cars on the day specified; provided, that if the movement of cars is suspended on account of accident or other cause not within the power of the railroad company to prevent, such period shall be added to the five days' time allowed in this rule.

For failure to comply with this rule the railroad company shall pay to the shipper a delayage charge of one dollar per car per day,

or fraction thereof, after the expiration of free time, upon demand in writing in thirty (30) days thereafter.

RULE 10.—Cars detained or held on account of shipper's failure to load, or for want of proper shipping instructions, or by reason of improper loading, when loading is done by shipper, shall be subject to demurrage charges of one dollar per car per day or fraction thereof, so detained.

Shipper must be notified as soon as cars improperly loaded are received from him, in which case demurrage shall begin with notification.

Likewise when cars are properly loaded, and shipping instructions given, the railroad agent must immediately issue bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar per car for each day, or fraction of a day, that said car or cars are thus detained or held.

Likewise when cars are detained in transit by being switched to some track between point of shipment and destination, one dollar per car will be charged for each day or fraction of a day of delay thus caused, and no free time will in such case be allowed.

Twenty-four hours free time will be allowed for delay at the end of the freight division on which shipments originate and a like period of twenty-four hours free time for delivery to connecting lines on joint shipments and a charge of one dollar per car delayage shall be charged for each day or fraction thereof in excess of twenty-four hours same is held at such freight division or connecting point.

RULE 11.—No other charges shall be made for storage or demurrage except as provided in the foregoing rules, and if a railroad company is indebted to a shipper or consignee for delayage, then a claim for demurrage shall be offset by a claim for delayage.

RULE 12.—These rules apply only to places where Car Service Rules are in operation.

RULE 13.—When both cars and tracks are owned by the same party no charge for demurrage shall be made. When private cars are detained on the tracks of other firms or individuals, or on the tracks belonging to or operated by members of this association, or cars belonging to the latter upon private tracks, the established charge will apply.

RULE 14.—At junction points where consignee's side track is located on one road, and cars are received by a connecting road, it shall be the duty of the said connecting road to switch and deliver such cars to the road on which consignee's side track is located within twenty-four hours from 7 o'clock A. M. after the time of

arrival; and of the road on which consignee's side track is located to switch and place such cars on said side track within twenty-four hours from 7 A. M. after the time of delivery by the receiving road. Failure in this regard shall subject either road to delayage charge of one dollar per car per day or fraction thereof, provided this shall not prevent the charge and collection of established or reasonable switching charges by the road on which said side track is located, and provided further that if said side track, without fault of the railroad, is blocked so that deilvery cannot be made, the time it remains blocked shall be added to the free time specified herein.

RULE 15.—In all computation of time under these rules Sundays and legal holidays are to be excluded.

S. D. McNAIR, *President*,

R. L. BRADLEY,

J. C. KINCANNON, *Commissioners.*

ATTEST:

T. R. MAXWELL, *Secretary.*

CIRCULAR No. 83.

Supersedes Circular No. 82.

THE ATTENTION OF MANAGERS, SUPERINTENDENTS, THE EMPLOYEES
OF ALL RAILROADS AND THE GENERAL PUBLIC
IS CALLED TO THE FOLLOWING:

1. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

2. Every railroad company in this State shall give checks to passengers for their baggage when received by them for transportation, and shall re-deliver the baggage to passengers upon the surrender of their checks. Baggage shall be carefully handled so as to prevent damage to same.

3. The maximum rate for transportation of passengers over 12 years of age is 3 cents per mile, and for those between 5 and 12 years of age $1\frac{1}{2}$ cents per mile, when tickets are procured, or from stations where tickets cannot be had.

4. Ten cents shall be the minimum charge where tickets are procured between regular stations, and fifteen cents where one or both are flag stops.

5. Railroads are authorized to collect four cents per mile from passengers paying their fare to conductors, except in cases where no opportunity to purchase tickets has been afforded by the road. For five miles or less, where the fare is paid to the conductor, the charge may be twenty cents.

6. Separate waiting-rooms, properly designated by painted signs at or on the door of each room, shall be provided for the races, and railroad companies shall exclude from the room for one race all persons of another race.

7. Every railroad shall keep rooms open for the reception of passengers at least one hour before the arrival, and one-half hour after the departure of passenger trains, and all reception rooms shall be made comfortable and shall be kept in a cleanly and decent

condition, properly heated when necessary, lighted at night, supplied with fresh drinking water, and sufficient and comfortable seats. At junction points, passengers arriving on trains that fail to connect with other lines, shall have the privilege of remaining in the waiting-room day or night, until the arrival of first train that will reach their destination.

8. No disorderly conduct shall be tolerated in the passenger waiting-rooms, or loafers allowed. All peace officers, and especially municipal officers, are urged to co-operate with the railroad station agents (who are, by law, conservators of the peace) in suppressing disorderly conduct, by the prompt arrest of the guilty parties.

9. Every railroad in this State must have connected with each depot, when possible, and near by when this is not possible, comfortable privies or water-closets, to be at all times kept clean for the use of the passengers.

10. It is the duty of every railroad to keep conspicuously posted at each depot a bulletin board, which shall show the time of arrival and departure of trains carrying passengers; and when said trains are delayed, notice of the delay shall be made on the bulletin board, stating as near and as early as can be ascertained the extent of the delay, and when the first or any subsequent noted time of delay has been passed, further notice of delay shall be entered. If the said trains are on time, the bulletin board shall so state. After the departure of trains, all reference thereto shall be erased from the board. If any railroad shall fail to keep the bulletin board as required, said railroad shall forfeit FIFTY DOLLARS for each failure.

11. Whenever there is, by reason of accident or otherwise, a break or obstruction on any railroad in the State, which will delay any passenger train on said road, it shall be the duty of said road to have the same bulletined at all stations at and between the said passenger train and the place so obstructed, and the conductor shall give notice of said obstruction to the passengers in the cars before leaving the station, and the delay that will probably be caused by the same.

12. It is the duty of railroad companies to furnish a sufficient number of passenger cars to comfortably accommodate and seat passengers, and shall keep the passenger coaches sufficiently warm to make the passengers comfortable, whenever the weather is cold enough to make heating necessary or desirable to the passengers. A sufficient supply of fresh water shall be kept on said trains for the use of the passengers.

13. Conductors of trains are by law conservators of the peace, with power to arrest passengers guilty of disorderly conduct, or using obscene or vulgar language, or playing cards or other games

of chance for money or other things of value on their trains, and eject such passengers and deliver them to the most convenient officer, and any passenger so guilty is liable to fine and imprisonment.

14. The Railroad Commission is empowered to entertain complaints, by petition, of any time schedule, tariff of rates, insufficient number of passenger cars, depot storage and platform facilities for freight, insecure bridges, trestles, tunnels or roadbed, and other matters, and will issue such orders thereon as the public interest and convenience may require. The law requires that all complaints or petitions be made in writing.

15. All tariffs and circulars shall be posted in the manner prescribed by the Commission, and the failure to do so by the railroads will subject them to a fine in each case. Any person tearing down or mutilating any tariff, classification, circular or rules and regulations posted by railroads or established by the Commission, or who shall erase or alter without proper authority the marks on the bulletin boards, is subject to a fine of FIFTY DOLLARS or thirty days' imprisonment.

16. Every citizen is urgently requested to communicate to the Commission, in writing, instances where the law is disregarded, of which he has knowledge, in order that the proper steps may be taken to secure its enforcement and collection of the penalty, in cases of wilful and persistent violations.

17. It shall be the duty of all railroads operating passenger trains within the State of Mississippi to provide each passenger coach with an adjustable or portable step or stool to be placed by them for the use of passengers getting on or off the cars, in all cases where the elevation to the lowest step is greater than twelve inches.

18. It is ordered that all railroads operating in the State of Mississippi shall provide two or more passenger cars for each passenger train or shall divide the passenger cars by a partition to secure separate accommodations for the white and colored races, as provided by law. And every railroad passenger conductor shall assign each passenger to the car, or the compartment of the car used for the race to which the passenger belongs, and he shall not permit either race to unnecessarily pass through the cars or compartments provided for the other, nor permit either in any case to use the toilets or closets provided for the other. Every break of this rule will be construed as a wilful violation thereof and punishable as such.

19. It is ordered that every railroad operating in the State of Mississippi shall provide a glass from which to drink, at each drinking fount, cooler or provision made for drinking water, in every passenger waiting-room, and on every train carrying passengers.

The use of tin, metal, fiber or composition cups or utensils other than glass, by them, for drinking purposes for passengers being hereby prohibited.

20. One copy of this circular must be kept posted in each passenger waiting-room in this State.

Superseding Circular No. 82.

S. D. McNAIR, *President*,
J. C. KINCANNON,
R. L. BRADLEY,
Commissioners.

T. R. MAXWELL,
Secretary.
November 4, 1904.

PASSENGER RULES.

Passenger Rates:

By order Commission.....	3 cents.
By charter.....	4 cents.

Passenger Rates Where Tickets are Procured.

1. The maximum rate for transportation of passengers in this State is three cents per mile, and those between five and twelve years of age one and one-half cents per mile, where tickets are procured; or from stations where tickets cannot be had.

2. Ten cents is fixed as the minimum charge where tickets are procured, between stations at which the train taken stops regularly; and fifteen cents between stations where one, or both, is a flag station.

Passenger Rate Where Fare is Paid to Conductor.

3. Railroads are authorized to collect four cents per mile from passengers paying their fares to conductors, except in cases where no opportunity to purchase tickets has been afforded by the road.

4. For five miles or less, where fare is paid to conductors, the charge may be twenty cents.

FREIGHT RULES.

Rules and Regulations Adopted by the Railroad Commission of the State of Mississippi.

RULE 1. The freight rates fixed by the Commission are maximum rates, which shall not be transcended by the railroads; they may, however, carry at less than the rates fixed, provided, that if they carry for less for one person, they shall, for the like service, carry for the same lessened rate for all persons, except as mentioned hereafter; and if they adopt less freight rates from one station, other than the rates fixed by the Commission, then they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discrimination as against any

person or locality. But when, from any point in this State, there are competing lines of transportation, any railroad, at such competing point, may make rates below the tariff fixed by the Commission, to meet such competition, without making a corresponding reduction along the line of road.

RULE 2. Each railroad company shall make a printed table of differences between its respective stations, by name, which shall be posted conspicuously in the waiting-room of its respective depots, near the schedule and tariff of charges for the transportation of freight and passengers, and when any reduction of freight is made in accordance with the preceding rule, prompt notice shall be given to the Railroad Commission, and the reduced rates shall also be posted as above required.

RULE 3. There shall be no secret reduction of rates; and no rebate, bonus, drawback, or other advantage, in any form, shall be given, either directly or indirectly, upon shipments made or service rendered, to any person, not allowed to all other persons (except as allowed by rules and regulations established by the Commission), but the rates shall be uniform to all and public.

RULE 4. None of the rules or regulations established by the Commission shall be so construed as to prevent any railroad company from transporting freight and persons free of charge or at reduced rates for any religious, charitable, or benevolent purpose, or for any industrial exposition, fair or association of a public nature, or for transporting immigrants into this State or persons prospecting with a view of locating or bringing immigrants into this State, or for pleasure excursions.

RULE 5. The rates specified for ores, sand, clay, rough stone, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood and coal, corn and other cereals, fruit and vegetables raised on line of road in this State, and shipped to market—and fertilizers, straw, shucks, hay, fodder, tan bark, turpentine, rosin, tar, household goods, and articles manufactured in this State, on or near the line of road in this State, and for material used in such manufacture, are maximum rates; but the roads are left free to reduce them at discretion, and all such rates are exempted from the operation of Rule 1.

RULE 6. The rate charged for freight service by regular passenger trains may be double that for first-class freight by ordinary freight trains, but the railroad companies are not compelled to transport by passenger trains such freight as is not proper to be carried by such trains.

RULE 7. Railroad companies doing business in this State shall issue freight receipts to parties paying freight charges, which shall state the class and rate of freight, and shall also contain an itemized statement showing charges on other roads, respectively and separately from its own, if any.

RULE 8. In the application of the prescribed tariff, a ton is 2,000 pounds; a carload is 20,000 pounds; and any excess over the carload weight may be charged for at carload rates; except where the classification for less than carloads specifies a lower rate, and then such lower rate shall govern.

RULE 9. Any railroad company chartered under the laws of this State, and operating therein, whose line extends beyond the limits of this State, shall, as to freight shipped from points without the State to points within, or as to that which is carried from within to points without, make no discrimination in charges on any part of its line against the shipper or consignee within this State; but the amount charged by any such railroad company for transportation of such freight over any part of its line within the State shall bear the same proportion to the total amount charged, as such part of the line does to the entire distance carried, and shall not exceed the maximum rates fixed by this Commission for such railroad company.

RULE 10. Five miles is fixed by the Commission as the limit for change of freight rates, from 10 to 100 miles, and ten miles is fixed as the limit for change of freight rates from 100 miles to 250 miles, and twenty-five miles limit for change of freight rates for all distances above 250 miles.

RULE 11. Connecting roads may pro rate as they may agree on freight rates, where freight passes over more than one line; provided, the total charged is within the maximum limit fixed by the Commission.

RULE 12. The law requires "that any railroad company doing business in this State upon the occurrence of any accident to a train, attended with serious personal injury, on any portion of its line within the limits of this State, give notice of the same to the Railroad Commission." The Commission requires that this notice shall be given at once to the clerk of the Commission, at Jackson, Miss., by telegram, from conductors, station agents, engineers, superintendents, or any other officer of the road cognizant of the accident.

RULE 13. Where a railroad crosses a highway, the company shall make proper and easy grades, so that the road may be conveniently crossed by such travel as is usual along such highway, and such crossing shall be kept in good order by the railroad.

RULE 14. All complaints made to the Railroad Commission of alleged grievances, on account of excessive charges, or unjust discrimination, or for any violation of the rules and regulations in regard to the same, or of any laws relating to the supervision of railroads, are required by law to be made in writing, and in duplicate, and they must plainly and distinctly set forth the grounds or several grounds of complaint, stating and numbering each cause of complaint.

RULE 15. *Minimum Shipments.*—No single shipment is required to be taken for a less sum than twenty-five cents, when the distance is 100 miles or less, or for a less sum than forty cents, when the distance is over 100 miles.

RULE 16. When rates are fixed by Railroad Commissions, as authorized by Rule 5, such rates or "Specials," as well as other special rates, shall be filed before promulgation with the Railroad Commission.

CIRCULARS.

TELEGRAPH CIRCULAR No. 3.

SUPERSEDES CIRCULAR NOS. 1 AND 2.

OFFICE OF RAILROAD COMMISSION,

JACKSON, MISS., June 30, 1905.

1. No telegraph company shall charge or collect more than twenty-five cents for any message of ten words or less, exclusive of date, address and signature, between any two points within the limits of this State on its lines, nor more than two cents on each additional word on a day message, nor more than one cent for each additional word on a night message; and no additional charge shall be made for repeating a message; that is, telegraphing back to originating office for comparison.

2. No telegraph company shall discontinue an office once established, without the consent of the Railroad Commission.

3. That joint rates be fixed at thirty-five cents for a message going over any two lines within the State of Mississippi, not exceeding ten words, and two cents for each additional word in excess thereof.

4. That offices in the State known and designated as joint offices, or where the operator is jointly the operator for the telegraph and railroad companies, may close at 7 P. M. and open at 7 A. M., and on Sundays the office hours may be from 8 A. M. to 10 A. M., and from 4 P. M. to 6 P. M.

5. A copy of this circular shall be posted in some conspicuous place in each telegraph office in Mississippi, for the information of the public.

S. D. McNAIR, *President.*

R. L. BRADLEY,

J. C. KINCANNON,

Commissioners.

T. R. MAXWELL,

Secretary.

LAWS RELATING TO RAILROAD SUPERVISION.

CHAPTER 112, ANNOTATED CODE OF STATUTE LAWS OF MISSISSIPPI, 1892.

*Not to Run at a Rate Over Six Miles an Hour in Cities, etc.
Damages for.*

SECTION 3546. Any railroad company, having the right of way, may run locomotives and cars, by steam, through cities, towns, and villages, at the rate of six miles an hour, and no more; and if, in passing through any city, town or village, a locomotive or car should be run at a greater rate of speed, the company shall pay one hundred dollars, to be recovered by suit, in the name of the city, town or village, and for its use; and the company shall be liable for any damages or injury which may be sustained by any one, from such locomotive or cars, whilst they are running at a greater speed than six miles an hour through any city, town or village.

(Amended, see Chapter 63, Acts 1896.)

The Legislature can rightfully regulate the speed of trains in passing through cities, towns and villages; and the exercise of such power does not violate charter rights.

Mobile R. R. Co. v. State, 51 Miss., 137.

Under the section a railroad company is liable for stock killed by its locomotives running in a town at a greater speed than six miles an hour, although the engine be checked when the animal is seen, and strike it when running at a less rate.

New Orleans R. R. Co. v. Touline, 59 Miss., 248.

If a locomotive be running through a city at a rate less than six miles an hour when animals jump into a trestle and render a collision inevitable, the speed may be increased, notwithstanding the law, in order to strike with such momentum as to knock them off and avoid throwing the train from the bridge.

Chicago R. R. Co. v. Jones, 59 Miss., 465.

But it is no defense of itself that at the moment of collision the train was running less than six miles an hour.

Illinois R. R. Co. v. Jordan, 63 Miss., 458.

This section does not embrace employes among those to whom a right of action is given.

Dowell v. Vicksburg R. R. Co., 61 Miss., 519.

This section does not deprive the railroad company of showing contributory negligence on plaintiff's part as a defense; and an instruction in the language of the statute is misleading which omits the idea of contributory negligence.

Vicksburg R. R. Co. *v.* McGowan, 62 Miss., 682.

Mobile R. R. Co. *v.* Stroud, 64 Miss., 784.

The sections refer to incorporated cities, towns and villages only; evidence that the accident occurred in an uninhabited part of the town is inadmissible.

Illinois R. R. Co. *v.* Jordan, 63 Miss., 458.

"Scaring a mare," which the engine or train does not strike, is not within the section; the injury must be inflicted by "running" of the train.

Illinois R. R. Co. *v.* Weathersby, 63 Miss., 581.

Bell and Whistle—When to Give Alarm, etc.

3547. Every railroad company shall cause each locomotive engine run by it to be provided with a bell of at least thirty pounds weight, or a steam whistle, which can be heard distinctly at a distance of three hundred yards, and shall cause the bell to be rung or the whistle to be blown, at the distance of at least three hundred yards from the place where the railroad crosses over any highway or street, and the bell shall be kept ringing, or the whistle shall be kept blowing, until the engine has stopped, or crosses the highway or street.

Running, Flying, Walking or Kicking Switch.

3548. It shall not be lawful for any railroad company or other person to switch a railroad car in the manner commonly known as a "flying," "running," "walking," or "kicking" switch, within the limits of a municipality; and in case of injury resulting to any person or property from switching in violation of this section, the railroad company shall be liable in damages without regard to mere contributory negligence of the party injured.

Backing into or along a Passenger Depot.

3549. It shall be unlawful to back a train of cars, or part of a train, or an engine, into or along a passenger depot at a greater rate of speed than three miles an hour; and every such train, part of train or engine backing into or along a passenger depot, and within fifty feet thereof, shall, for at least three hundred feet before it reaches, or comes opposite to such depot, be preceded by a servant of the railroad company, on foot, not exceeding forty, nor under twenty feet in advance, to give warning; for every injury inflicted

by a railroad company while violating this section, the party injured may recover full damages, without regard to mere contributory negligence.

To Stop all Passenger Trains at County Seats.

3550. Every railroad shall cause each and all of its passenger trains to stop for passengers at all county seats at which it has a depot, at the discretion of the Railroad Commission.

Not to Obstruct Highways.

3551. Every railroad company, upon stopping any train at a place where such railroad shall cross a highway, shall so uncouple its cars as not to obstruct travel upon such highway for a longer period than five minutes; and it shall, upon stopping a train at a place where the railroad is crossed by a street, so uncouple the cars as not to obstruct travel thereon for a longer period than shall be prescribed by ordinance of the city, town or village. A failure to observe this, and the four last preceding sections, shall cause a railroad company to be liable to a fine of fifty dollars for each offense.

"Look Out for the Locomotive."

3552. Every railroad company shall cause a board to be erected and kept up, upon a post or frame sufficiently high, at every place where the railroad may cross a highway with this inscription: "Look out for the locomotive," or this, "Railroad crossing." And, on failure to observe this, such company shall be liable to a fine of fifty dollars for each failure, and such an offense shall be cognizable before any Justice of the Peace of the county. A failure to erect the board, as directed, shall be deemed to have occurred once every day the company may continue so to fail or neglect to have the same set up after two days' notice to any agent or section master, and the company shall be liable to any party injured by such failure or neglect, for all damages that he may have sustained thereby.

The word "highway," as used in the section, means a public road in the country, not a street in a city, town or village.

Mobile R. R. Co. v. State, 51 Miss., 137.

Warning Strings.

3553. At each point where a railroad track passes under a bridge or other overhanging object, the railroad company shall erect, or cause to be placed, at a distance of not less than one hundred feet, nor more than two hundred and fifty feet, from the bridge or other overhanging object, and on both sides thereof, the contrivance usually called "warning strings," to be constructed by

stretching a wire or rope across the track at least four feet higher than the lowest projection of the bridge or other overhanging object, and suspended therefrom, over the track for two feet, on either side thereof, loose strings or ropes to extend down at least one foot lower than the lowest projection of the bridge or other overhanging object, and to be not more than three inches apart, so as to warn brakemen and others on top of the cars if they be in danger from the bridge or other overhanging object. For a failure to comply with this section, a railroad company shall be liable for any injury or death caused by the bridge or overhanging object, notwithstanding the contributory negligence of the person injured or killed, and shall also be liable to a penalty of one hundred dollars per month for each bridge or other overhanging object not so provided, to be recovered by the county, at the suit of any person who will sue for the same.

Enclosures Around Depots.

3554. A railroad company may erect an enclosure around a depot where the public safety requires it, to prevent persons other than travelers from coming near the locomotive and cars, and may exclude from within such enclosure all persons, except passengers.

Highway Crossings and Bridges.

3555. Where a railroad is constructed, so as to cross a highway, and it be necessary to raise or lower the highway, it shall be the duty of the railroad company to make proper and easy grades in the highway, so that the railroad may be conveniently crossed, and to keep such crossing in good order; and it shall be the duty of the company to erect and keep in order all bridges on any highway, at such points as bridges may be necessary to cross the railroad; and any company which shall fail to comply with these provisions shall forfeit the sum of one hundred dollars, to be recovered by an action in the name of the county in which the crossing or bridge is situated.

Liability for Negligence, Mismanagement, etc.

Freight Train Passengers.

3557. Every railroad company shall be liable for damages which may be sustained by any person in consequence of the neglect or mismanagement of any of its agents, engineers or clerks, or for the mismanagement of its engines; but for injury to any passenger upon a freight train not being intended for both passengers and freight, the company shall not be liable, except for the gross negligence or carelessness of its servants.

A party can recover for damages to stock by railroad only when it results from "mismanagement" or "neglect" of the company's agents or servants.

New Orleans R. R. Co. *v.* Enochs, 42 Miss., 603.

Raiford *v.* Mississippi R. R. Co., 43 Miss., 33.

Memphis R. R. Co. *v.* Blakeney, 43 Miss., 218.

Memphis R. R. Co. *v.* Orr, 43 Miss., 279.

This section does not embrace employes of the railroad company. (They are provided for in one after the next one.)

New Orleans R. R. Co. *v.* Hughes, 49 Miss., 256.

A passenger on a freight train not intended for passengers as well as freight, can only recover where his injuries resulted from gross negligence or carelessness of the company's servants.

Perkins *v.* Chicago R. R. Co., 60 Miss., 726.

The statute is not declaratory of the common law.

Mobile R. R. Co. *v.* Gray, 62 Miss.

Not to Collect More Than, Etc.

3558. It is unlawful for a railroad company to collect more than the regular fare charged for a ticket between the same points, from a passenger who boards the train at a depot or other place at which the company does not offer tickets for sale.

Fellow-Servant Rule.

3559. Every employe of a railroad corporation shall have the same rights and remedies for an injury suffered by him from the act or omission of the corporation or its employes, as are allowed by law to other persons not employes, where the injury results from the negligence of a superior agent or officer, or of a person having the right to control or direct the services of the party injured, and also when the injury results from the negligence of a fellow servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by an employe injured of the defective or unsafe character or condition of the machinery, ways or appliances, shall not be a defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars, or engines, voluntarily operated by them. Where death ensues from an injury to an employe, the legal or personal representative of the person injured shall have the same rights and remedies as are allowed by law to such representatives or other persons. Any contract or agreement express or implied, made by an employe to waive the benefit of this section shall be null and void; and this action shall not deprive an employe of a corporation, or his legal or personal representative, of any right or remedy that he now has by law.

Compelling Railroads not to Consolidate.

3560. It shall be unlawful for any railroad company to consolidate with a parallel or competing railroad company, or to allow its affairs to be, in any manner, managed, regulated or controlled by any such parallel or computing railroad company; or permit its affairs to be managed, regulated or controlled by the same person or persons who manage, regulate or control the affairs of such competing or parallel railroad company, under penalty of a forfeiture of its charter and franchises, and a penalty of ten thousand dollars.

Stock Gaps and Cattle Guards.

3561. It is the duty of every railroad company to construct and maintain all necessary or proper stock gaps and cattle guards where its track passes through enclosed land, and to make and maintain convenient and suitable crossings over its tracks for necessary plantation roads. For any failure so to do, the railroad company shall be liable to pay two hundred and fifty dollars, to be recovered by the person interested.

Equal, but Separate, Accommodations for the Races.

3562. Every railroad carrying passengers in this State shall provide equal, but separate, accommodations for the white and colored races, by providing two or more passenger cars for each passenger train, only dividing the passenger cars by a partition to secure separate accommodations; and the conductor of such passenger train shall have power, and is required to assign each passenger to the car, or the compartment of a car, used for the race to which such passenger belongs; and should any passenger refuse to occupy the car to which he or she is consigned by the conductor, the conductor shall have power to refuse to carry such passenger on the train, and for such refusal neither he nor the railroad company shall be liable for damages in any court. (For additional penalties see Section 1270, Crimes and Misdemeanors.)

The section, so far as it applies to passengers traveling wholly within the State, is constitutional, and does not violate Section 8, Article I, of the United States Constitution, conferring on Congress the power to regulate commerce between the States.

Louisville R. R. Co. v. State, 66 Miss., 662.

The decision was affirmed by the Supreme Court of the United States.

Louisville R. R. Co. v. Mississippi, 113 U. S., 587.

Disorderly Conduct on Train.

3563. If any passenger be guilty of disorderly conduct, or a breach of the peace, or use of any obscene, profane or vulgar lan-

guage, or play any game of cards, or other game of chance, for money, or other thing of value, or sell, or offer for sale, a lottery ticket, upon any passenger train, the conductor of the train may stop at the place where the offense is committed, or at next stopping place of the train, using only such force as may be necessary to accomplish the removal, and the conductor may command the assistance of the employes of the company, and the passengers on the train, to assist in the removal; and the conductor may cause any person violating the law to be detained and delivered to the proper authorities.

The conductor, in acting as authorized by the statute, or claiming to do so, is the servant of the company.

King v. Illinois R. R. Co., MS., October, 1891.

Rights of Shippers of Live Stock.

3564. A person who has chartered a car for the purpose of transporting live stock, shall have the right to ship in the same car, at his own risk, different kinds of live stock. Amended (see Chapter 62, Acts of 1896).

How Purchasers of, Under Execution or Foreclosure Sales, to Organize—(Laws 1892, p. 47).

3565. When any railroad shall be sold under execution, or under a deed of trust, or a decree of a court enforcing a mortgage or other lien, the purchasers thereof, and their assigns and successors shall be entitled to and invested with all the franchises, rights, powers, privileges and immunities, not inconsistent with the provisions of this chapter, appertaining to and possessed by the company or corporation whose property or franchises were sold; but an exemption from taxation contained in any charter shall not pass to the purchaser.

The Purchaser to Form a New Corporation, Fix Capital Stock, Elect Directors, Etc.

3566. The said purchasers and assigns may meet and organize a new corporation under the provisions of this chapter, and have all the powers, franchises, rights, privileges and immunities provided herein, and none other, and may give it such name as may be adopted; they shall fix the amount of the entire capital stock of the new corporation, as represented by the property and franchise bought, and otherwise organize, as provided in this chapter.

Mortgage for Deed of Trust Subordinate to Certain Claims.

3567. A mortgage or deed of trust conveying the income or future earnings of the rolling stock of a railroad company, shall

not be valid against liabilities incurred by such company as a carrier of freight and passengers, or for damages sustained by persons or property.

Baggage of Passengers to be Received, Checked, Etc.

3568. It shall be the duty of every railroad company to receive any trunk or baggage, which the regulations of the company allow to be transported with every passenger, from any person, immediately upon his exhibiting a ticket over the road of the company, and immediately upon receiving the trunk or baggage, to issue to the owner a check for the same; and upon the arrival of the train at the station to which any trunk or baggage is checked, to put it off at a reasonably convenient place, to be provided for the deposit of baggage; and it is the duty of the railroad company to safely keep the trunk or baggage at the station until the owner thereof, or his agent, shall demand the same.

Double Damage for Injury or Loss of Baggage.

3569. If a railroad company carelessly or wilfully injure, or allow to be injured, or lost, any trunk or baggage, either by improper handling, or otherwise, it shall be liable to the owner in a sum of not less than double the amount of the actual damage.

Gauge; New Roads May Adopt.

3570. All railroads hereafter constructed in this State may adopt such width of gauge for their respective roads as the stockholders may determine.

The Same; Certain Existing Roads May Change.

3571. Any railroad company the gauge of whose road is not the standard, may change the gauge to the standard gauge whenever a majority of the capital stock of the company voted at any regular meeting of the stockholders may direct.

How Railroad Corporations May be Chartered.

3572. Persons desiring the creation and organization of a railroad corporation may prepare an application therefor, in writing, addressed to the Governor, in which they shall declare:

(a) The names, residence and post-office address of each of the applicants.

(b) The terminal points of the proposed railroad; and if either, or both, be without this State, the point at or near which the State line is proposed to be crossed.

(c) The line of the proposed railroad in this State.

(d) The name by which the corporation is to be known.

(e) The time within which it is hoped the railroad will be completed.

If the applicants be the purchasers of a railroad at an execution, judicial, deed, or in trust or mortgage sale thereof, they shall present, within their application, a certified copy of the conveyance under which they hold, and shall disclose, in addition:

(f) The facts of the purchase, the date thereof, when, where, and by what proceeding.

(g) The name of the former railroad company or corporation, with its location and termini.

(h) The amount of money paid for the property, and its real value, and the sum at which it is proposed to capitalize it.

The Same; What the Governor to Do.

3573. Upon the receipt of the application, the Governor shall submit the same to the Attorney-General, and obtain his opinion in writing, to be endorsed thereon, whether or not it be in conformity to law. If the opinion be that the application conforms to law, and the Governor believes that it is made in good faith, and with *bona fide* intention on the part of the projectors to construct, or cause to be constructed, or to operate a railroad, as defined in the application, and there be no valid objection thereto, he shall issue his proclamation, authorizing the persons to organize a railroad corporation.

The Same; Application and Proclamation Recorded.

3574. The application and the proclamation of the Governor shall be attached each to the other, and both shall be recorded in the office of the Secretary of State, and also in the record of deeds of each county through which the projected railroad is to extend, at the expense of the projectors. The record in the Secretary of State's office shall be made before organization of the corporation, but that in the record of deeds may be made afterwards, but before any corporate action shall be taken in the county.

Organization.

3575. Upon the issuance of the proclamation by the Governor, authorizing him so to do, and its record in the office of the Secretary of State, the projectors shall meet and organize, and shall fix the amount of the capital stock of the corporation, and divide the same into shares of one hundred dollars each, and elect a Board of Directors of such number as they may see fit; and the Board, when elected, may select a President and such other officers and agents as it may deem expedient, fix their duties and compensation, and adopt by-laws.

The Same; Statement to be Filed, Etc.

3576. When organized, the Board of Directors shall file in the office of the Secretary of State a statement in writing, signed by the Directors, and sworn to by one of them, showing the date of the organization, the amount of the entire capital stock, and the shares into which divided. The Secretary of State shall file and record the statement, and certify the fact under the great seal; and thereupon the company so organized shall be a body corporate under the name specified, and may exercise its powers as such; but before so doing in any county, the said certificate, or a certified copy of it, with the application and Governor's proclamation, shall be recorded in the record of deeds thereof.

Powers, Rights and Privileges.

3577. Every railroad corporation organized under the provisions of this chapter shall have and exercise the following powers, rights and privileges, viz.:

3578. *First*—To own and sell property, etc. To have, hold, purchase, receive and enjoy real and personal estate, either in this or other States, or both, whether acquired by way of security, or in satisfaction of debts, or by donation, purchase, devise or otherwise, and the same, or any part thereof, to sell, rent, lease, mortgage, or otherwise dispose of or encumber, and to hold and enjoy real estate necessary for its purposes, in fee simple or otherwise.

3579. *Second*—To sue and be sued, use seal, etc. To sue and be sued, to plead and be impleaded, and to have and use a common seal.

3580. *Third*—To build and operate the road, etc. Freight, etc. To build and construct, and thereafter to use, operate, own, sell, and enjoy the railroad as specified and defined in the application of the projectors for its creation and organization, with one or more tracks, and to construct and operate such branches, spurs, and laterals thereto as may be necessary or proper to develop the country through which its main line may extend. Upon the location of branches, spurs or laterals, the company shall file in the office of the Secretary of State a written statement, showing the line thereof; and to charge and collect reasonable compensation for the transportation of persons and property on its road.

3581. *Fourth*—To increase capital stock. To increase, from time to time, its capital stock, but never to exceed the amount actually expended by the company in constructions, completions, equipments and additions to its railroad and property. And a stockholder shall not be liable for the debts of the corporation beyond the sum due for unpaid subscriptions.

3582. *Fifth*—Stock, bonds, etc. To issue any part of its stock as preferred stock, and to fix the relative rights of common and preferred stock; and to issue such bonds and obligations as it may, from time to time, determine.

3583. *Sixth*—To determine number of Directors, officers, etc. To determine the number of Directors and of officers and agents under them, and to fix the compensation, and prescribe the duties of each, and the terms of office of each.

3584. *Seventh*—Executive Committee. To authorize the Directors to appoint an Executive Committee, with full power to act in their stead and place, at all times, when they are not in session.

3585. *Eighth*—Books of subscription, etc. To open books of subscription to the capital stock of the company, and to call meetings of the stockholders for the election of Directors, and the performance of such other business as may be proper.

3586. *Ninth*—To secure mortgage bonds. To mortgage or convey in trust, from time to time, any or all of its property, real, personal and mixed, then owned, or thereafter to be acquired, and also all or any of its rights, powers and privileges, liberties, immunities or franchises, whether then owned, possessed and enjoyed, or thereafter to be acquired, including its right to be a corporation, and under such deed or deed in trust, or mortgage to secure, execute and dispose of the mortgage bonds of the company, to such amounts, and maturing at such times, and bearing such lawful interest as it may deem best; and to secure in a like manner, or in other way, the bonds and obligations of any other railroad company.

3587. *Tenth*—To consolidate. To consolidate with any other railroad company, in or out of this State, with the consent of the Railroad Commission, upon such terms as the consolidating companies may agree upon, but a consolidation shall not be made with a parallel or competing road.

3588. *Eleventh*—To lease, etc. To lease its railroad and all of its property and franchises, rights, powers, privileges and immunities, then owned, or thereafter to be acquired, or to lease other railroads, in or out of this State, not in either case parallel or competing lines, for a term of years.

3589. *Twelfth*—To do an express or telegraph business. To do an express business over its own line or lines of railroad; and to acquire and put up, use and operate, a line or lines of telegraph along its lines, and to acquire, hold and enjoy all such property as may be proper, necessary or convenient in doing such express or telegraph business.

3590. *Thirteenth*—Right of way over State lands. To enter upon, acquire and enjoy a right of way over and across any lands belonging to the State, the same not to exceed in width one hundred feet, and not to be appropriated or used save when the actual construction of the road has reached such State lands.

3591. *Fourteenth*—Right of way generally. To enter upon all lands, and to survey, lay out and construct a railroad thereon. But before so doing, it must contract and agree with the owner upon the price to be paid for the land, or its use, or with the administrator, executor or guardian, in case the owner be dead, be an infant, or person of unsound mind. Or it must condemn and acquire the same, if an agreement cannot be made, by the exercise of the right of eminent domain, as provided in the chapter on that subject. (See Sections 1679, 1700.)

3592. *Fifteenth*—Adjacent lands. To enter upon lands adjacent to its right of way for the purpose of making or repairing or changing the railroad, and to cut, quarry, dig, take and carry away any stone, wood or gravel, earth or other materials which may be necessary; but in all such cases it shall make compensation to the owner as agreed upon, or upon condemnation, as provided in the chapter on eminent domain.

3593. *Sixteenth*—Depot grounds, etc. To agree and contract, and to exercise the right of eminent domain to condemn lands necessary for depots, or other necessary and proper purposes.

3594. *Seventeenth*—To cross other railroads, etc. To cross, intersect, join or unite its railroad with any other railroad heretofore or hereafter constructed, at any points on their routes, and upon the ground of such other railroad company, with the necessary and proper turnouts, sidings, switches, and other conveniences, and to exercise the right of eminent domain for that purpose.

3595. *Eighteenth*—To cross water courses, etc. To construct, maintain or operate its railroad under, over and across any and all streams or bodies of water, whether navigable or not, which lie along or across its route, and to erect, use and maintain bridges over the same; but whenever a navigable stream or body of water is crossed by a bridge, there shall be maintained a draw in the bridge sufficient to allow the passage of boats and water craft; and it may establish such transfers, landings, wharves, approaches and inclines as may be convenient or necessary in transferring by boat, or other water craft, its freight, passengers, cars, and rolling stock, loaded or unloaded, upon and across any river or body of water; and it may own, use, operate and control, of itself, or with others, all of such steamboats, transfer boats, ferries or water craft as are or may be convenient in crossing such water, or plying therein, so as to develop trade over its line of railroad.

3596. *Nineteenth*—To insure persons and property. To insure persons and property, or either, transported, or to be transported over its railroad, and all property coming, or about to come into its possession or control, for the purpose of transportation, or incident thereto, or for storage in any of its depots, storage houses or wharves.

3597. *Twentieth*—General grant. To do and perform all and everything necessary to the exercise of the powers expressed, and to the accomplishment of the objects of its creation and organization.

How Powers to be Exercised.

3598. The powers conferred are to be exercised by a Board of Directors, and officers, agents and employes under them; and the Board of Directors are to be subject to the stockholders of the railroad company, who may meet as often as they shall determine; and they may remove any or all of the Directors from office, elect others, and vacate and annul any by-law, order or rule established, or ordinance passed by the directors. Each share of stock shall entitle the holder to cast one vote at all meetings of the stockholders, which may be done in person, or by proxy, and as required by the Constitution. (See Section 194, Constitution.)

May Change its Lines, Etc.

3599. A railroad company chartered under this chapter may, after beginning the construction of its road, make all necessary or proper changes in its course or direction from that specified in the application for its incorporation, and may, by the consent of the Railroad Commission, change its terminal points.

Fictitious Stock Void, Etc.

3600. A railroad corporation shall not issue stocks or bonds except for money, labor done, or in good faith agreed to be done, or money or property actually received; and all fictitious increase of stock or indebtedness shall be void. (See Section 196, Constitution.)

SUPERVISION OF COMMON CARRIERS.

CHAPTER 134, ANNOTATED CODE OF STATUTE LAWS OF MISSISSIPPI.

The Railroad Commission; Election and Qualification of Members.

SECTION 4273. The Railroad Commission is continued, consisting of three members, one from each Supreme Court District, to be elected at the general elections every four years, by ballot at large in the same manner as other State officers; the present incumbents are to hold office until the qualification of their successors, to be elected at the general election in 1895. The Railroad Commissioners shall each possess the qualifications prescribed for the Secretary of State; but shall not operate, own any stock in, or be in the employment of any railroad common carrier.

Commissioners not to Accept Favors; Penalty.

4274. Any Railroad Commissioner who shall, directly or indirectly, accept any gift, gratuity, emolument or employment from any person or corporation owning or operating any railroad, or from any other common carrier, during his continuance in office, shall forfeit his office, and may be impeached and removed from office for that cause, as well as for any of the causes specified by law for the impeachment of other State officers; and shall be subject to a criminal prosecution, and upon conviction shall be fined not less than one thousand dollars, nor more than ten thousand dollars, or imprisoned in the penitentiary not less than one year nor more than ten years, or both. (See Section 4319.)

Organization, Oath and Bond.

4275. The Commissioners shall each take the oath of office, and execute bond in the penalty of ten thousand dollars, with two or more sufficient sureties to be approved by the Governor, and filed in the office of the Secretary of State; they shall then organize the Commission by electing one of their members President.

Quorum; Secretary; Office.

4276. Two members of the Commission are a quorum. There shall be a Secretary of the Commission to be appointed by the Commission, by and with the advice and consent of the Senate, for the term of the Commissioners. The Secretary must have the same qualifications as the Commissioners, and be subject to the same

disqualifications and to like penalties, except that he shall not be liable to impeachment. He shall take the oath of office and shall be removable at the pleasure of the Commission, and it may fill all vacancies until the Senate confirms a successor. The Commission shall keep an office in the Capitol, and the Secretary shall keep the office open, except when absent by the order or permission of the Commission.

Meetings; Minutes.

4277. The Commission shall meet at its office on the first and third Mondays of each month, and at such other times and places as its duties may require; and it may sit, from day to day, and from time to time; but any meeting may be pretermitted, not exceeding four in any year. It shall keep regular minutes of its proceedings, which shall be a public record; and all orders, findings and acts of the Commission shall be entered on the minutes.

Seal.

4278. The Commission shall have a seal, having around the margin these words: "Mississippi Railroad Commission," and in the center such device as it may select. The acts of the Commission shall be authenticated by its seal.

Administer Oaths; False Swearing Before Perjury.

4279. The several members of the Commission, and the Secretary, may, in the discharge of their duties, administer oaths and take affidavits, and the Commission, and each member thereof, may examine witnesses under oath, and all matters coming before them; and if any person shall testify falsely, or make any false affidavit, or oath, before the Commission, or before any of the Commissioners, or before any officer, to any matter coming before the Commission, he shall be guilty of perjury, and upon conviction thereof shall be punished according to law.

Docket of Petitions and Complaints.

4280. The Commission shall keep a docket of petitions and complaints, which shall be entered in regular order, and the docket shall be called at each regular meeting of the Board, and the cases thereon disposed of; or, if necessary, continued until the next meeting.

Notices to Railroads and Other Common Carriers.

4281. All railroads and other common carriers are required to take notice of the time of making the returns and reports required by law. Railroads must be given ten days' notice of the time and place at which any revision of its tariff of charges or complaint

concerning the same, will be considered. In all other cases of complaint against a railroad or other common carrier, the Commission shall give the party complained of such reasonable notice as it may adjudge proper, but not less than five days. In other cases where notice is given, or required to be, or is proper to be given to any railroad or other common carrier, five days' notice shall be sufficient; but where anything is required to be done, such reasonable time must be allowed therefor as the Commission shall deem proper.

Notice to Railroads, Etc., How Served.

4282. All notices given, or required to be given to, or served upon a railroad or other common carrier of passengers, freight or intelligence, shall be sufficiently served and executed upon any railroad or other carrier when deposited in the post-office, postage paid, addressed to the railroad or other common carrier, or to chief or other officer of the railroad, or other carrier, at its principal place of business in this State, if any there be: and if not so deposited and addressed in the care of an officer, agent or employe of the railroad or other carrier, at an office, or place of business in this State of the railroad or other carrier, or it may be served upon any such officer, agent or employe wherever found, by an officer, and due return hereof made, as if it were the process of a court. In all cases where notice is given, or required to be given, and where the time of notice is not specified, five days' notice shall be sufficient.

Orders and Decisions; How Served.

4283. All orders and decisions of the Commission, affecting any railroad or other common carrier, shall be certified to the railroad or other carrier, or to some officer, agent, or employe, and served or executed in the same manner as notices to them are required to be served or executed.

Findings in Writing; Proof of; Effect of.

4284. All findings of the Commission, and the determination of every matter by it, shall be in writing, and proof thereof shall be made by a copy of the same, duly certified by the Secretary, under seal of the Commission; and whenever any matter has been determined by the Commission, in the course of any proceeding before it, the fact of such determination, duly certified, shall be received in all courts, and by every officer in civil cases as *prima facie* evidence that such determination was right and proper; and the record of the proceedings of the Commission shall be deemed a public record, and shall, at all reasonable times, be subject to the inspection of the public.

Process for Witnesses; Penalty for Failure to Testify, Etc.

4285. In any matter of inquiry pending before the Commission, or any member thereof, subpoenas for witnesses, and subpoenas *juces tecum*, may be issued by the Secretary, under seal, or by any member without the seal, and shall be executed and returned by any sheriff, constable or marshal, under the like penalties of law for failure to execute and return the process of the Circuit Court; and if any person duly summoned to appear and testify before the Commission, or before any one or more of the Commissioners, shall fail, or refuse to appear and testify, or to bring and produce as commanded, any book, paper or document, without a lawful excuse, or shall refuse to answer any proper question propounded to him, by the Commission, or any of the Commissioners, or if any person shall obstruct the Commission, or one or more of the Commissioners, in the discharge of duty, or shall conduct himself in a rude, disrespectful or disorderly manner before the Commission deliberating in the discharge of duty, such witness or person shall be guilty of a misdemeanor, and upon conviction shall be fined not less than fifty dollars nor more than one thousand dollars.

Application to the Courts for Aid.

4286. The Commission may apply to the Circuit or Chancery Court, by proper proceeding, for aid in the enforcement of obedience to its process, and to compel compliance with the law and its lawful orders, decisions and determinations; and said courts shall have jurisdiction to grant aid and relief in such cases, subject to right of appeal to the Supreme Court by the party aggrieved.

Railroads and Public Highways; not Allowed to Discriminate; Extortion Defined.

4287. The track of every railroad, which carries persons or property for hire, is a public highway, over which all persons have equal rights of transportation for themselves and their property, and for passengers, freight and cars, on the payment of reasonable compensation to the railroad for such transportation; and if any railroad corporation, or person managing a railroad, shall demand and receive more than reasonable compensation for the services rendered in transportation of passengers or freight, or more than allowed by the tariff of rates fixed by the Commission, or by such person or corporation with its approval, or more than the rate specified in a bill of lading issued by authority of the railroad; or, if any railroad shall, for its advantage, or for the advantage of a connecting line, or for that of any person, locality or corporation, make any discrimination in transportation against any person, locality or corporation, unless authorized by the Commission, or if any railroad company shall charge more for a short haul than for

a long one, under substantially similar circumstances and conditions, without the sanction of the Commission, such person or corporation, in either case, shall be guilty of extortion, and may be punished therefor criminally, besides being liable civilly.

Damages Recoverable.

4288. The party injured may recover of the person or corporation guilty of extortion, twice the amount of damages sustained by the overcharge or discrimination, as the case may be.

Punishment for Extortion.

4289. Any railroad which shall commit extortion, in rates or by discrimination, as defined herein, shall be guilty of a misdemeanor, and on conviction shall be punished by a fine of not less than one hundred dollars; but the railroad cannot be punished criminally if its tariff of charges shall have been approved by the Commission; and if the charges complained of be not variant from that allowed thereby.

Tariff Submitted; Commission to fix Rates.

4290. It is the duty of every railroad to furnish to the Commission its tariff of charges for transporting passengers and freight from point to point within, and from points without to points within, and from points within to points without the State, and including all joint tariffs with connecting lines; and the Commission shall revise such of said tariffs as are not subject to the exclusive regulation of Congress, and determine whether or not, and in what particular, any of the charges are more than reasonable compensation for the services to be rendered, and whether or not discrimination be made improperly against any person, corporation or locality; and it shall require the proper corrections to be made; and when the tariffs have been corrected the Commission shall append to each its certificate of approval; and the Commission shall fix and regulate tariffs of charges for all railroads which fail to furnish their tariffs as required. In revising, fixing and regulating charges for transportation, the Commission shall take into consideration the character and nature of the service to be rendered, and the entire business of the railroad, and its earnings from all kinds of traffic; and shall so revise, fix and regulate the charges as to allow reasonable compensation for the services to be rendered. It shall exercise a watchful and careful supervision over the tariffs of charges of every railroad, and shall revise the same from time to time, as justice to the public and the railroad may require, and shall increase or reduce any of the rates, as experience and business operations show to be just. In fixing joint tariffs of rates, for connecting lines, the Commission shall deter-

mine the proportion to be charged by each of the railroads. The Commission shall regulate and fix the rates to be charged on short hauls in excess of what may be charged on long hauls, and it shall determine in all cases whether the circumstances and conditions be or be not substantially similar.

The State has the right, as a general proposition, to prescribe the compensation a railroad shall receive for carrying passengers and freight within its borders.

Stone v. Yazoo R. R. Co., 62 Miss., 607.

The State may supervise railroads, and regulate their charges through a Commission.

Stone v. Natchez R. R. Co., 62 Miss., 646.

Charges of all Carriers Fixed; Supervision of.

4291. The Railroad Commission may fix the charges of, and shall supervise and regulate all express, telegraph, telephone and sleeping car companies, in the same manner as railroads; and it is the duty of every express, telegraph, telephone and sleeping car company to have and maintain fixed rates for doing business which shall, without discrimination between persons, corporations or localities, be applicable under similar circumstances, to all persons alike; to submit its tariff of charges to the Commission for approval, and to comply with the orders and regulations of the Commission made in supervising it, in like manner, and under like penalties against the company, its officers and employes, as is provided in the case of railroads; and express, telegraph, telephone and sleeping car companies shall be liable civilly and criminally for extortion in the same manner as railroads.

Rebates and Free Passes Unlawful.

4292. It is unlawful for any railroad to make or allow any rebate or reduction from the tariffs of charges fixed or approved by the Commission, in favor of any person, place or corporation, by a change in or deviation from the rates so fixed or approved, unless such change or deviation be first allowed by the Commission; and it is unlawful for any railroad to grant free passes or tickets, or passes or tickets at reduced rates, to any person, or to transport or suffer any person to be transported free of charge, or at reduced rates not applicable to all persons alike; but this shall not prevent the transportation free of charge, or at reduced rates, of persons and freight for a scientific, religious or benevolent purpose, or for an industrial exhibition, fair or association of a public nature, nor such transportation of immigrants, persons traveling with a view of locating immigrants, and indigent and unfortunate persons, nor shall it prevent the sale and issuance of mileage, excursion and commutation tickets, nor the free carriage of the railroad's own

officers, and of persons *bona fide* in its employment, at a salary or regular compensation, nor the exchange of passes or tickets with the other railroads for their officers and employes, nor its free carriage of the class of persons known as railroad employes, of persons injured in railroad accidents, and of the physicians and nurses attendant upon such injured persons, nor the carriage free, or at reduced rates, of the members of the families of officers and employes of the railroad; however, these exceptions are allowed on the condition that the railroad shall report annually to the Commission all free passes granted, to whom, and for what reason granted.

Punishment for Making Rebates and Granting Free Transportation Contrary to Law.

4293. If any railroad shall make any rebate, deduction or allowance in freight or passenger rates from the rates approved or fixed by the Commission, without its consent first had, or shall give to any person a free pass or ticket, or transport him free of charge, contrary to law, or shall fail to make due report of free passes granted, such railroad shall, in either case, be guilty of a misdemeanor, and on conviction shall be fined not less than one hundred dollars.

Tariffs and Notices to be Posted Up.

4294. The Commission shall prescribe the manner, and designate the place of posting the tariffs of charges; and every railroad shall post, within ten days after approval, and keep posted in the manner and at the place designated by the Commission, at each of the depots, its tariff of charges for the transportation of passengers and freight, including joint tariffs with all connecting lines, if so ordered, together with the Commission's certificate of approval, and all classification notices and orders promulgated by the Commission, and directed to be posted.

Penalty for Defacing Posted Matter.

4295. Any person who shall tear down, deface or mutilate the tariffs of charges for transportation of freight or passengers, classifications, circulars, rules and regulations, posted by any railroad in compliance with law, or the rules and regulations of the Commission, or who shall erase or alter, without proper authority, the marks on the bulletin board, shall be guilty of a misdemeanor, and upon conviction shall be punished by a fine not exceeding fifty dollars, or imprisonment in the county jail not exceeding thirty days.

Information and Copies of Contracts Furnished.

4296. The Commission shall demand and require all proper information from railroads, express, telegraph, telephone and sleep-

ing-car companies to enable its members to intelligently discharge their duties; and to require the same of all steamboat and other common carriers, for statistical purposes, to be incorporated in the State census. The railroads and all other common carriers shall furnish the Commission with all information required relating to the business of each, and the management, income, receipts, expenses and expenditures thereof; and with copies of all leases, contracts and agreements for transportation with each other.

Complaints of Schedule and Tariff; What to Contain; Notice, Hearing and Determination.

4297. The Commission shall docket, hear and determine all complaints made of any time schedule, or of the tariff of rates, joint or several, made by any railroad, or fixed or approved by the Commission, on the ground that the same in any respect is, in the case of a time schedule, unnecessarily inconvenient for the public, or in the case of a tariff of rates, that the charges are for more than just compensation, or that such charges, or any of them, amount to or operate so as to effect unjust discrimination. The complaint must be in writing, and specify grounds of complaint, or the items in the tariff against which complaint is made: and if it appear to the Commission that the matter ought to be investigated, the Commission shall forthwith furnish to the railroad a copy of the complaint, together with notice of the time and place of hearing; and at the time and place named, the Commission shall hear the parties to the controversy, in person or by counsel, or both, and such evidence as may be offered, oral or in writing, and may examine witnesses on oath, conforming to the mode of proceedings, as nearly as may be convenient, to that pursued by arbitrators, giving such time and latitude to each side, and regulating the opening and closing of any argument, as the Commission may consider best adapted to arrive at the truth; and when the hearing is concluded, the Commission shall give notice of any change deemed proper by it to be made, to the railroad, and require compliance with its order.

Cars Delivered to Connecting Lines.

4298. Every railroad is required at its *termini*, and at other convenient intermediate points, to switch off and deliver to a connecting line, having the same gauge, all cars passing over its line or any part thereof, and containing freight consigned to any point along or beyond such connecting line; and any failure to do so, with reasonable diligence, according to the route by which such freight is consigned, shall be deemed and taken as a conversion in law of such freight, and shall give a right of action to the carrier, owner or consignor for the value of the same, with interest, and

not less than ten per centum, nor more than twenty-five per centum, for expenses and damages. And the Commission may make all proper orders to enforce this section, and exact compliance with it.

Bill of Lading Conclusive of Receipt of Goods.

4299. Every bill of lading, or other instrument in the nature or stead thereof, acknowledging the receipt of property for transportation, shall be conclusive evidence in the hands of a *bona fide* holder for value, whether by assignment, pledge or otherwise, as against the person or corporation issuing the same, that the property had been so received.

Bank to Retain Money Collected on Bill of Lading.

4300. A bank or other person collecting a draft, with a bill of lading attached, shall retain the money so collected for the space of twenty-four hours after the delivery of the goods.

Liability of the Last of Several Carriers.

4301. If a common carrier receives freight for further transportation and delivery within this State from another carrier, or any contract, express or implied, for continuous carriage, and it arrives at the place of delivery in a broken or damaged condition, or some part thereof be lost or destroyed, it is the duty of the last carrier to obtain and furnish to the consignee, or other person interested, on demand, true copies of all notations, exceptions, records and memoranda entered on the books of each carrier touching the receipt, transfers and handling of the freight while in transit, and if such last carrier shall not so furnish the same within thirty days after demand, it shall be presumed to have caused such damage, loss or destruction; but in case of damage, loss or destruction of perishable goods by reason of their nature, and of damage not discoverable by outward inspection, proof thereof shall be admissible.

Necessary Depots to be Maintained.

4302. Every railroad shall establish and maintain such depots as shall be reasonably necessary for the public convenience, and shall stop such of the passenger and freight trains at any depot as the business and public convenience shall require; and the Commission may require all passenger trains to permit passengers to get on and off in a city at any place other than at the depot, where it is for the convenience of the traveling public; and it shall be unlawful for any railroad to abolish or disuse any depot when once established, or to fail to keep up the same, and to regularly stop the trains thereat—without the consent of the Commission.

Regulations for Passenger Depots.

4303. The Commission shall establish such rules and regulations for the arrangement and management of passenger depots as will secure the comfort of passengers, and it shall cause a copy thereof to be posted in each passengers depot or reception room.

Bulletin Boards.

4304. It is the duty of every railroad to keep, conspicuously placed, as the Commission shall direct, and of the form and size prescribed by it, at each reception room or depot, a bulletin board, which shall show the time of arrival and departure of trains, and when any passenger train or other train for transporting passengers is delayed, notice of the delay shall be made on the bulletin board, as soon as the delay is ascertained, for the information of the passengers; stating, as near as can be ascertained, the extent of the delay, and when the first or any subsequently noted time of delay shall have passed, further notice of the delay shall be entered, and if any railroad shall fail to keep the bulletin board required, and of the form and size prescribed, and placed as directed, or shall fail to have noted thereon the facts required, such railroad shall forfeit the sum of fifty dollars for each failure, or each day's failure, in any such particular.

Commission to Visit Stations, Etc.

4305. The Commission shall, from time to time, as far as practicable, visit all stations on the various lines of railroad, and investigate the manner in which the bulletin boards are posted and kept, how reception rooms are arranged and kept, how rates for freight and passengers are posted, and such other things as it may deem proper to investigate; and it shall take notice of every neglect or failure by a railroad company to comply with the law and the rules, orders and regulations of the Commission, and to enforce a strict observance thereof.

Sufficient Passenger Cars to be Provided.

4306. Every railroad shall furnish a sufficient number of passenger cars to comfortably accommodate and seat its passengers; and, if any railroad shall fail to do so, the commission shall entertain the petition of any person cognizant of the facts. When the petition is filed, the railroad shall be duly notified thereof, and, after investigating the case, the Commission shall make and certify to the railroad such orders as to the number and character of passenger coaches necessary for the public convenience, as the Commission shall deem proper; and in any proceeding concerning the matter, such order of the Commission shall be deemed *prima facie* reasonable and proper.

Notice of Accidents.

4307. It is the duty of the conductor and engineer, or one of them, of any railroad train to which an accident has happened, attended with delay or serious personal injury, to immediately telegraph the same to the Clerk of the Railroad Commission, at the Capitol, or if they be not at a telegraph office when such accident occurs, as soon thereafter as they can reach such office; and it shall be the duty of the superintendent of every railroad whose train has suffered any such accident, within five days thereafter, to report in writing to the Railroad Commission the full particulars thereof, giving the names of the persons killed or injured, if known, and amount and character of property destroyed, together with the cause of the accident. It is the duty of the railroad to require such duties to be performed, and if any railroad whose train has suffered any such accident shall fail to cause its conductor, engineer and superintendent to perform such duties, it shall be guilty of a misdemeanor, and shall be punished, on conviction, by a fine of not less than one hundred dollars.

Commission to Visit Scenes of Accident.

4308. One or more of the Commissioners shall visit promptly the scene of every accident to a railroad train, accompanied by death or serious bodily injury to a human being, and inquire into the facts and circumstances, and make a proper report thereof, to be recorded in the minutes and embraced in the annual report, with proper reference to the report of the superintendent.

Location of Station Houses.

4309. The Commission may designate the site or location of any new building or station house which may be ordered erected, in cases where the site selected by the railroad's officials is inconvenient or inaccessible; but every depot must be located with due regard to the interest of the railroad and public convenience.

Union Passenger Depots.

4310. The Commission, whenever the public convenience may require it, shall cause union passenger depots and transfer stations to be erected; and may designate the dimensions and sites thereof, and if the several railroads concerned cannot agree therein, may fix the proportion to be contributed by each.

Insufficient Depot Facilities.

4311. The Commission may require every railroad to provide sufficient depot, storage and platform facilities; and shall hear all complaints that may be presented in writing, as to insufficient

depot, storage or platform facilities for freight, and shall make such order thereon to secure the same as the facts and the public convenience may warrant.

To Inspect Depots; Reception Rooms.

4312. It is the duty of the Commissioners to inspect the depots of all railroads, from time to time, and of the Commission to require comfortable and suitable reception rooms for passengers, separate for the races, and, if it deem proper, for the sexes; and it may require such additions to or alterations in passenger depots or station houses as may be necessary in its judgment to secure ample, comfortable and suitable accommodations for all passengers. And any railroad failing to provide such reception rooms, or to make the alterations or additions required, within the time prescribed by the Commission, shall forfeit the sum of fifty dollars for each day of such failure.

How Rooms to be Kept Open, Etc.

4313. Every railroad shall keep rooms open for the reception of passengers at all stations at least one hour before the arrival, and one-half hour after the departure of passenger trains; and all reception rooms shall be made comfortable, and shall be kept in a cleanly and decent condition, and properly heated when necessary, and properly lighted at night. The agent or person in charge shall preserve order, and if necessary eject any person whose conduct is boisterous or offensive.

Gates Across Thoroughfares.

4314. It is the duty of a railroad whose track crosses a thoroughfare, whenever the Commission shall declare the safety of the public to require it, and shall so order, to maintain a gate at the crossing thereof, and to close it during the passage of its engines and cars, and only for a sufficient length of time for that purpose. The Commission may prescribe the materials, dimensions and mode of operation of such gates.

Insecure Bridges Examined, Etc.

4315. It is the duty of the Commission, upon complaint by petition, or whenever they may have knowledge otherwise of any insecure bridge, trestle, tunnel or roadbed, to inspect the same, and if necessary procure the services of a competent engineer, to examine the same, and after giving notice to the railroad, may declare such bridge, trestle, tunnel or roadbed unsafe, and make such recommendations to the railroad relative thereto as it may deem proper, and after such bridge, trestle, tunnel or roadbed be

declared to be, in the judgment of the Commission, unsafe, and the same be not made safe, and any accident occur, arising out of such unsafe condition, then the finding of the Commission shall be *prima facie* evidence in any suit for damages against the railroad of culpable negligence, and will justify punitive damages. The cost of examination by a competent engineer shall be paid as the expenses of the Commission are paid, after the allowance of the same by the Commission.

Inspection of Roadbeds, Etc.

4316. The Commission, through its several members, shall inspect every railroad whenever it shall deem the same necessary, and it must inspect all the railroads once in each year, and the results must be entered upon the minutes of the Commission, and embraced in its reports, and must embrace information as to the condition of the roadbed, bridges, trestles, rolling stock and depots, with such other as the Commission may deem proper. Whenever the Commission shall find any roadbed, trestle, bridge, tunnel, switch, or any part of a railroad track, or any rolling stock in actual use, in an unsafe condition, it shall direct the railroad company to make the necessary repairs.

Automatic Couplers.

4317. The Railroad Commission shall recommend to the several railroads the adoption of uniform automatic car couplers; and when any such appliances shall have been required by Congress to be used in interstate commerce, the Commission is authorized to require railroads in this State to comply with the requirements, as concerns domestic commerce, within a reasonable time.

Classification of Freight.

4318. Every railroad ought to use the same classification of freight; and, as far as practicable, the Railroad Commission shall require them to do so, and to conform the classification to that in use in interstate commerce, when practicable.

Free Transportation of Commissioners.

4319. It is the duty of all railroads to transport each of the Commissioners, when traveling on official business, free of charge, and to afford them all proper facilities; and also to transport each of them, and the Secretary of the Commission, free of charge at all other times when traveling in the discharge of any duty required by law, or enjoined by the Commission; but it is unlawful for the Commission to accept free transportation except as above provided; and any Commissioner, or the Secretary of the Commission, if he

accepts free transportation for himself, or any one else, or if he in any manner evade the payment of full fare for transportation on any railroad, or any train, except when traveling on official business, in the discharge of official duty, he shall be subject to the punishment prescribed in the second section of this chapter. (Section 4274.) And any railroad company granting free transportation to, or permitting a Commissioner, or the Secretary of the Commission, to travel on its train without paying full fare, except when on official business, shall be guilty of a misdemeanor, and on conviction shall be fined not less than one hundred dollars; and every railroad shall annually report to the Commission the number of trips and of miles it transported either of them, or the Secretary, during the preceding year, and the Commission shall report the same to the Legislature.

Quarterly Returns.

4320. It is the duty of every railroad to make quarterly returns to the Commission within forty days after the end of each quarter, of all receipts and expenditures of the railroads, and embracing such other proper matters as the Commission shall require. The returns shall be according to forms prescribed by the Commission.

Annual Reports of Railroads.

4321. It is the duty of every railroad to make a report to the Commission, on blanks to be furnished by it, up to and including the thirtieth day of June of each year, within sixty days after that date, and to report therein fully as to all matters required by the Commission. The report shall give the name of each person transported free of charge, and the consideration of such free transportation, and the number of miles traveled.

Affidavit to Reports and Returns.

4322. The annual reports and quarterly returns shall be sworn to by one or more officers of the railroad, or of the persons operating it, who has knowledge of the truth, and any person knowingly swearing falsely to any statement in any of said annual reports or quarterly returns, shall be guilty of perjury.

Penalty for Failure to Make Reports and Returns.

4323. If any railroad shall fail or refuse to make any annual report or quarterly return, within the time prescribed, or to report or return fully in the manner required, shall forfeit the sum of fifty dollars for each day's delay, to be recovered in an action to be instituted by the Commission.

Express, Telegraph, Telephone and Sleeping Car Companies; to Make Returns and Report.

4324. Every express, telegraph, telephone and sleeping car company doing business in or through this State, shall make the like returns and reports as are required of railroads, of the like dates, and within time prescribed for railroads, and on the forms prescribed by the Commission, and under the like penalty on their several parts, and on the parts of their officers; and shall, moreover, by any failure to comply with the law, and the reasonable requirements of the Railroad Commission, forfeit its right to do business in this State.

The Commission to Regulate Them.

4325. The Railroad Commission shall require all the necessary information from such companies, and shall make such reasonable orders for their supervision and regulation, from time to time, as to their charges and otherwise, as the public interest may require.

Messages Delivered; Penalty for Neglect.

4326. A telegraph or telephone company shall deliver all messages addressed to a person residing or having a place of business in any city, town or village where it may have an office, or within one mile of its office; and if any telegraph or telephone company shall receive any message or matter for transmission, and shall fail, neglect or refuse, without good and sufficient reason, to transmit correctly and deliver the same within a reasonable time, to the person addressed, such person, or the person injured, shall be entitled to recover of the company in default, the sum of twenty-five dollars, in addition to damages for injury.

The statutory penalty is not recoverable where the message is to be delivered beyond the limit of the State.

Alexander v. Western U. T. Co., 66 Miss., 161.

The statute applies in favor of the sendee, as well as the sender.

Western U. T. Co. v. Allen, 66 Miss., 549.

The message must be received by the company, and in accordance with its usual mode of doing business.

Western U. T. Co. v. Dozier, 67 Miss., 288.

Western Union Telegraph Company v. Liddell, 68 Miss., 1.

Certain Duties of Express Companies.

4327. If any express company, through any agent or employe, shall demand and receive of a consignee any charge, or part of a charge which has been prepaid, or a greater sum than the company had agreed to perform the services for, or more than reasonable

compensation for any service rendered, the consignee or person paying the overcharge, shall be entitled to recover of the company twenty-five dollars, in addition to damages for any injury; and any package which the company shall receive and transport, marked "paid" or "pd," or otherwise so marked to indicate payment, shall not be charged for at the point of delivery, under the same penalty.

*Telegraph and Express Companies to Maintain
Necessary Offices, etc.*

4328. Every telegraph and express company shall establish and maintain offices for the transaction of business with the public in their respective capacities, as common carriers, at each city, town and village convenient to its routes, if, in the opinion of the Railroad Commission, the public convenience and necessities require it; and they shall not discontinue an office once established without the consent of the Commission, which has authority to require such companies to establish and maintain such offices, and to require telegraph companies to keep night operators at every place where, in its judgment, the business and public convenience justify and require it.

Penalty on Carrier for Violating the Law.

4329. If any railroad or other common carrier shall violate any of the provisions of this chapter, or shall fail to do and perform any duty imposed by law, or shall fail to comply with any lawful order of the Commission, or to conform to any of its reasonable rules and regulations, or shall demand or receive a greater sum for the transportation and handling of any passengers or freight than authorized by law, or the Commission, it shall be liable to a penalty of five hundred dollars for every such failure or overcharge, not otherwise punished, to be recovered by action in the name of the Commission, in any county where such failure may occur, or overcharge be made; but in trials of cases brought for a violation of any tariff of charges, as fixed by the Commission, it may be shown in defense that such tariff so fixed was unreasonable and unjust to the carrier.

Remedies Cumulative; Street Railways Excepted.

4330. The remedies given by this chapter against railroads and other common carriers, are cumulative to those now existing by law. Street railways are not subject to the provisions of this chapter, but are subject to the regulations of the city, town or village in which they are situated.

The Commission to see that the Laws are Complied With.

4331. It is the duty of the Railroad Commission to call for information from railroads and other common carriers, from time to

time, and to make investigations to determine whether the laws are being complied with on their several parts, and it is its duty to see that all the laws, civil and penal, whether contained in this chapter or not, affecting railroads and other common carriers, are complied with, and to prosecute all offenders.

The Same; Commissioners to Visit Counties, Etc.

4332. One or more of the Commissioners, at least once in every year, shall visit each county through which a railroad runs, and there remain at least one entire day; and he, or they, shall there inquire into all violations of law relating to common carriers, hear all complaints; may summon persons to give evidence thereof, and shall note all complaints and evidences of violations of law; and thereafter the Commission shall institute proceedings, as the law directs, for such violation. At such visits the Commissioners shall inquire into the needs of the community, and to what extent, if any, it is discriminated against in freight, passenger, express or telegraph rates; and if they find that the products of a community are unprofitable to the producers, by reason of excessive transportation charges, or the people of a community otherwise unjustly discriminated against, the Commission shall take such action as is authorized by law to remedy the evil; and the Commission shall at all times exercise its power in the direction of affording cheap transportation for agricultural products raised in this State to other parts thereof, where they may be sold. The Commissioners shall give ten days' notice of their visits required by this section, to the public in the community to be visited.

Biennial Reports of the Commission.

4333. The Commission shall make a report every two years to the Legislature of all its acts and doings for the two preceding years, ending on the prior thirteenth of June; the reports shall give all necessary and proper information concerning the operations of the railroads of the State, and its transportation facilities, and embrace such suggestions as the Commissioners deem proper.

Salaries and Expenses of the Commission; How Paid.

4334. The salaries of the Commissioners, and of the Secretary of the Commission, and all expenditures, shall be paid out of the appropriations made to defray the expenses of the Commission; but an itemized account shall be kept of all expenditures, and reported to the Legislature. All expenditures shall be certified to the Auditor, under the seal of the Commission.

Witnesses; How Paid.

4335. Witnesses summoned to appear before the Commission shall be entitled to the same per diem and mileage as witnesses attending the Circuit Court; and witnesses summoned by the Commission on its behalf shall be paid as other expenditures of the Commission, upon the certificate of the Commission showing the amount to which such witness may be entitled; and witnesses summoned for any railroad or other carrier shall be paid by it.

Terms Defined.

4336. The term "railroad," includes and applies to every person firm, association of persons and company, whether incorporated or not, who or which shall own or operate a railroad as a common carrier; and the term "company" embraces and applies to every person, firm, association of persons and company, whether incorporated or not, who or which shall own or operate a telegraph or telephone line, or do an express or sleeping car business.

False Signals—Unlawful Interference.

1280. If any person, without authority, and in the absence of apparent danger warranting such act, shall out of a spirit of mischief, or with any purpose other than to prevent or give information of an accident, make, or cause to be made, any sign or signal to persons in charge of any locomotive, or railroad train, or cars, or to any of such persons, or in the sight of any of them, with intent to cause the stopping or starting of such locomotive, train or cars; or if any person unlawfully interfere with the management or running of such locomotive, train or cars on any railroad, the person so offending shall be guilty of a misdemeanor, and upon conviction, shall be fined not less than ten dollars, nor more than two hundred dollars, or shall be imprisoned in the county jail not exceeding three months.

AN ACT

To Enlarge the Powers of the Railroad Commission in Regard to Railway Crossings of Highways and Streets in Cities, Towns and Villages.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That the Railroad Commissioners of this State are empowered, authorized and required to order any railroad company not to use for switching purposes, nor for standing trains of any kind, such portions of its track upon or over any public street or highway in any city, town or village as, in their opinion, the public conven-

ience and safety require should not be used, and may limit the number of tracks, other than main tracks, which a railroad company may use upon or across such public street or highway for side track or for switching purposes, and may order a railroad to remove such of the side tracks or switching tracks now laid upon or across any such public street or highway, as said Commissioners may deem public convenience or safety require should be removed.

SEC. 2. That upon notice given of any order under the above section, made by the Commissioners, the railroad company so notified shall, within ninety days, remove or adjust those tracks so as to comply with said order, and in default thereof shall forfeit and pay to the State of Mississippi one hundred dollars for each day's default, to be recovered by an action in the name of the State, to be prosecuted by said Commissioners, and one-half of the amount recovered shall be paid to the city, town or village in which the default is made, and one-half into the treasury of the State, provided suit be brought within sixty days after default.

SEC. 3. That this Act take effect at once.

Approved March 30, 1892.

Tax on Sleeping Car Companies.

3387. On each sleeping and palace car company, carrying passengers from one point to another within the State, one hundred dollars; and twenty-five cents per mile for each mile of railroad track over which the company runs its cars.

ASSESSMENT AND TAXATION OF RAILROADS.

(From Chapter 116, Annotated Code 1892.)

Each Company to file Schedule.

3875. Each railroad company owning and operating a railroad shall, on or before the first Monday in April in each year, file with the Railroad Commission a complete schedule under oath, of all its property, real or personal, taxable and non-taxable, setting forth therein the length in miles, or fractions thereof, of its entire road-bed, switches and side tracks, and showing how many miles, and fractions thereof, lie in this State, and in each county of the State, and in each city, town or village, and the value of the whole and each part thereof, as subdivided herein; the total amount of capital stock, its par value and its actual value, and the value of its franchise; the number of engines, and their respective values; the gross amount of receipts in the year preceding; the number of cars of all kinds, their classes and value; the number of depot buildings and warehouses, and other buildings; in what county and city,

town, village or levee district located, and the value of each, including the land and lots upon which the same are built; the value of all machine and car shops, and stationary machinery and tools therein, and in what county and city, town, village or levee district located, including the land upon which the same are built; all real, personal or mixed property belonging to the company within the State, not enumerated, with its value; the number of bridges and ferries in this State, in what county, city and town, village or levee district situated, and the value of each, and specifying whether such value is or is not included in the value of the roadbed; a list of all lands in this State owned, describing the same, and giving the location and value thereof, the quantity of land used for depots and machine shops, and its value aside from the buildings thereon; the gross amount of receipts the year preceding from passengers and freight separately, and the proportion thereof earned within and from this State, and if any of said property is claimed to be exempted from taxation, it shall be separately stated, and the law cited under which the claim is made.

The Same; Penalty for Failure.

3876. If any company, corporation or person who should do so, shall fail, neglect or refuse to render the schedule required by the last section, such company, corporation or person shall forfeit and pay to the State, for every such failure, neglect or refusal, the sum of five thousand dollars, to be recovered by action, which shall be instituted and prosecuted under the direction of the Railroad Commission; and in case of such failure, neglect or refusal, the Commission shall make out such schedule from the best information obtainable.

The Same; State Railroad Assessors.

3877. The members of the Railroad Commission the constituted State Railroad Assessors, and they shall, upon the receipt or making and completion of the schedules provided for in the last two sections, assess all railroad, telegraph, sleeping car, dining car and express company property liable to taxation in the State, affixing its true value, so that such property shall bear its just proportion of taxation, taking into consideration the value of the franchise, the capital stock engaged in the business in this State, and the railroad assessors may adopt other and further rules necessary and proper to ascertain the value of property to be assessed by them, including the amount of capital engaged in the business in this State.

The Same; Not Bound by Schedule Rendered.

3878. If in any case the State railroad assessors have reason to believe that any railroad company, or person owning or operating

a railroad, has rendered a false or fraudulent schedule, and that an assessment predicated thereon will relieve such company or person of a just share of taxation, they shall not, in making assessments, be bound thereby; but they shall make out a proper schedule as if none had been rendered, first giving such person or company five days' notice to come forward at a time and place to be named and show cause why such a course should not be pursued. Such notice shall be served and returned as a summons from court.

The Same; Records to be Kept and Preserved.

3879. Complete and full records shall be kept by the Railroad Commission of all things done under the authority conferred upon it and on its members by the provisions of this chapter.

The Same; Assessments to be Made by the Counties, Etc.

3880. The State Railroad Assessors shall, if practicable, on or before the first Monday of June, and if impracticable, as soon thereafter as it can be done, in each year, make out for each county having any railroad, telegraph, sleeping car, palace car, dining car or express company property therein, an assessment roll of such property, both real and personal, and the same shall be in such form as they may prescribe, as near in conformity to ordinary assessment rolls as convenient and practicable, the property in cities, towns and villages, and levee districts being distinguished, and the same shall contain all the property of any such company or other railroad property in the county, and the value thereof, and the State taxes thereon, and so made that each county levee district and municipality shall receive its just share of such taxes proportionately to the amount of the property therein situated, and the same, when made, shall remain on deposit for one month in the office of the Railroad Commission, and be for said time subject to the objections thereto which may be filed, but the taxes on other real estate belonging to railroads than that forming a part of the road, shall not be extended on the rolls.

(See Chapter 77, Acts 1900.)

The Same; Objections Heard, Etc.

3881. It shall be the duty of the Railroad Commissioners to meet in the Capitol, at the city of Jackson, on the first Monday in July of each year, or in case of failure, as soon thereafter as practicable, for the purpose of hearing and considering objections to assessments made by them, and they shall remain in session until all objections are heard and disposed of, and they may, if they think objections just, sustain the same, and amend assessments, if necessary, accordingly.

The Same; Assessments sent to the Counties.

3882. So soon as the assessment rolls have remained subject to objection for one month, and when all objections, if any, are disposed of, the assessment rolls shall be approved, either by order of the Railroad Commission or by operation of law, and the same shall be sent to the clerks of the boards of supervisors of the respective counties, who shall file and preserve the same as a record.

The Same; Duty of the Clerk.

3883. The clerk shall make two copies of said assessment rolls, as of other assessment rolls, and dispose of them as provided by law, in case of the general assessment rolls; and perform all duties required of him in other cases. (See Section 3794a.)

The Same; the Tax Collectors.

3884. The tax collectors shall collect the railroad taxes from said rolls in all respects as he collects other taxes; but in case of a sale for delinquent railroad taxes, the collector shall first seize and sell personal property, or lands other than the roadbed; and, second, rolling stock; and, lastly, the roadbed of the railroad in his county.

Telegraph, Express, Sleeping Car Companies, Etc.

3885. Telegraph, express, sleeping car, palace car and dining car companies shall be assessed for *ad valorem* taxation in the same manner as railroads; and the Railroad Commissioners shall be assessors thereof, and shall perform the same duties in respect thereto as in the case of railroads, and at the same time, and with like effect; the clerks and tax collectors shall perform the like duties as required in case of railroads.

The Same; Schedules.

3886. The person or corporation owning or operating a telegraph line, or carrying on the business of an express, sleeping car, palace car or dining car company, shall file the schedules required of railroads within the time and under like penalties, and the schedules shall contain the same, or such of the particulars required of railroads, as to the property and rights of the company, as the Railroad Commissioners shall direct, and such other particulars as they shall demand.

ACTS 1896.

CHAPTER 60.

AN ACT to develop the Internal Commerce and better facilitate the handling of the products of the State of Mississippi, by giving power to the Railroad Commissioners to receive and decide upon the application of individuals or corporations to have their plants or other industries connected to the main line of the railroads operating in this State by side tracks, switch tracks, or spur tracks.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That the Board of Railroad Commissioners shall have power to receive, consider and decide upon applications made by private persons or corporations, to have their manufacturing plant or other industries connected to the main line of any railroad established and doing business as common carriers within the limits of the State of Mississippi, or which may hereafter be established, by side tracks, spur tracks, or loops or switch tracks, to facilitate the handling and removing of products by manufacturing, agricultural, mining or other industries, which give employment to laborers and benefit the communities wherein located, without undue hazard to the property or trains of said railroads, which shall be determined by the proper presentation of facts and a map of the location where such tracks are to be located. Provided, the person, company, or corporation desiring such spur or side track to be os built, shall defray all expenses of right of way, grading, and for cross ties, rails, spikes and fastenings, and switches required, unless otherwise agreed on.

SEC. 2. That after any side track, spur track, loop or switch track shall have been established, and in operation for any of the purposes mentioned in first section of this Act, it shall be unlawful for any of the said railroads to abandon, destroy, remove, or otherwise sever any of the connections therein described, with and to their main line by side track, spur track, loop or switch track, without the consent of the said Railroad Commission, upon ten days' notice to the parties interested (the owners of the original plant or property for whom it or they were constructed), or their heirs or assigns; provided, that it shall be shown that the business is continued over said tracks, that he or they have complied with such rules and regulations as are uniformly enforced by said railroad for the safe operation of all similar side tracks, spur tracks,

loops and switch tracks, situated on their several lines, and for the protection of their property and trains.

SEC. 3. This Act to take effect from and after its passage.

Approved March 19, 1896.

CHAPTER 61.

AN ACT to Provide for the Protection of Railroad Crossings with Interlocking or Derail Safety Devices, and to Regulate the Running of Trains at such Crossings.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That in every case where the main track of two or more railroads shall cross at grade in this State, and the companies owning and operating the railroads shall establish at such crossing an interlocking derail or other safety device, and said companies shall notify the Railroad Commission, being satisfied that such device is sufficient to protect persons and property from danger at said crossings, then it shall be lawful for said Railroad Commission to grant to said railroad companies permission to run their trains over said crossing without stopping, the rate of speed at which said trains are to run over said crossing to be fixed by the Railroad Commission, and the railroad companies having obtained the permission of the Railroad Commission, as aforesaid, shall not be liable to any penalty for running over such crossing without stopping their trains before crossing safe.

SEC. 2. This Act shall take effect and be in force from and after its passage.

Approved March 23, 1896.

CHAPTER 62.

AN ACT to Amend Section 3564 of the Annotated Code of 1892, in Relation to Shipping Live Stock.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That Section 3564 of the Code of 1892 be amended, so as to read as follows:

3564. *Rights of Shippers of Live Stock.*—A person who has chartered a car for the purpose of transporting live stock, shall have the right to ship in the same car, at his own risk, different kinds of live stock. The shipper shall have the right to load said car by separating his stock with gates or bars, or by putting upper decks, at his own expense, and without injury to the car; and the

shipper shall be responsible for all damage that may occur by reason of its being so loaded. Any railroad company refusing, without sufficient reason, to move or transport a car so loaded, shall be liable to the party injured thereby to double damages, to be recovered before any court having jurisdiction.

SEC. 2. That this Act shall take effect and be in force from and after its passage.

March 18, 1896.

CHAPTER 63.

AN ACT to Amend Section 3546 of the Annotated Code, so as to Abolish the Penalty of One Hundred Dollars, therein provided, for exceeding the Rate of Speed of Six Miles an Hour.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That Section 3546 of the Annotated Code be so amended as to read as follows:

SECTION 3546. Not to run at a rate over six miles an hour in cities, etc.; damages, etc. Any railroad company having the right of way may run locomotives and cars by steam through cities, towns and villages at the rate of six miles an hour, and no more; and the company shall be liable for any damages or injury which may be sustained by any one from such locomotive or cars whilst they are running at a greater speed than six miles an hour through any city, town or village.

SEC. 2. That this Act shall take effect and be in force from and after its passage.

Approved March 18, 1896.

CHAPTER 80.

AN ACT to Amend Section 3560 of the Annotated Code of 1892, Prohibiting the Leasing, Purchase or Consolidation of Parallel or Competing Railroad Lines.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That Section 3560 of the Annotated Code of 1892 be amended, so as to read as follows:

It shall be unlawful for any railroad company to consolidate with a parallel or competing railroad company, or to allow its affairs to be in any manner managed, regulated or controlled by any such parallel or competing railroad company, or permit its affairs to be so managed, regulated or controlled by the same per-

son or persons who manage, regulate or control the affairs of such competing or parallel railroad company, under penalty of the forfeiture of the charters and franchises of such company or companies, and all persons, agents or companies so offending shall be liable to the further penalty of ten thousand dollars. And it shall further be unlawful for competing railroad companies, operating parallel lines of road within twenty miles of each other, to lease or purchase, directly or indirectly, the opposing line, or any part thereof, or any interest therein. Such contracts, no matter in whose name made, are hereby prohibited under the penalties in this section provided.

SEC. 2. That this Act take effect and be in force from and after its passage.

Approved January 29, 1898.

CHAPTER 81.

AN ACT to Require Parallel Railroads, and Railroads Terminating at same Point to Connect their Tracks by Switches for the Transportation and Transfer of Freight Cars.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That the Railroad Commissioners are hereby empowered to require railroads of the same gauge, when running parallel to each other, or terminating within one mile of each other, or when running parallel in such manner as to make it convenient, and it shall appear to the satisfaction of the Railroad Commission that it would be convenient, or the general public, that such railroad shall connect their tracks, they shall do so on the order of said Railroad Commission, so as to transfer cars or freight from one road to the other.

SEC. 2. If any railroad company shall refuse or neglect to comply with such order of the Railroad Commission, it shall, on proper hearing, be fined one hundred (\$100) dollars for each day's delinquency.

SEC. 3. This Act shall be in force from and after its passage.

Approved February 11, 1898.

CHAPTER 82.

AN ACT giving Authority to the Railroad Commissioners to Supervise Car Service Associations, etc.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That all laws, acts, and parts of acts, giving authority to

the Railroad Commission to supervise common carriers shall also apply to car service associations or other associations, governing or controlling cars or rolling stock of railroads, at whatever place they do business in this State, and the same penalty fixed by law for disobeying the mandates or orders of the Railroad Commission shall apply to car service associations, as well as to common carriers.

SEC. 2. That this Act take effect from and after its passage.

Approved February 11, 1898.

CHAPTER 77.

AN ACT to Amend Section 3880 of the Annotated Code of 1892, so as to Require the State Railroad Assessors to Distinguish on the Assessment Rolls Property in Separate School Districts.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That Section 3880 of the Annotated Code of 1892 be amended to read as follows:

3880. The State Railroad Assessors shall, if practicable, on or before the first Monday of June, and, if impracticable, as soon thereafter as it can be done, in each year, make out for each county having any railroad, telegraph, sleeping car, palace car, dining car, or express company property therein, an assessment roll of such property, both real and personal, and the same may be in such form as they may prescribe, as near in conformity to ordinary assessment rolls as convenient and practicable, the property in cities, towns and villages, separate school districts and levee districts being distinguished; and the same shall contain all the property of any such company or other railroad property in the county and the value thereof, and the State taxes thereon, and so made that each county levee district, separate school district and municipality shall receive its just share of such taxes proportionately to the amount of property therein situated; and the same, when made, shall remain on deposit for one month in the office of the Railroad Commission, and be for said time subject to the objections thereto which may be filed; but the taxes on other real estate belonging to railroads than that forming a part of the road, shall not be extended on the rolls.

SEC. 2. That this Act take effect and be in force from and after its passage,

Approved March 6, 1900.

CHAPTER 5—ACTS 1898.

AN ACT Creating Privilege Taxes on Certain Industries in Mississippi.

SECTION 66. *Railroads*—Railroads are divided into four classes: First, second, third and narrow gauge, and privilege taxes are levied on them as follows:

On each railroad of first class, per mile.....	\$20 00
On second class, per mile.....	15 00
On third class, per mile.....	10 00
On narrow gauge, per mile.....	2 00
On each railroad claiming exemption from State supervision under maximum and minimum provisions in their charter, an additional privilege tax per mile of.....	10 00

Same.—The Railroad Commission shall, annually, on or before the first Monday in August, classify the several railroads according to such charter exemption claims, and the gross earnings of each, and the privilege taxes thereon shall be paid on or before the first day of December, and the findings of the said Railroad Commission shall be certified to the Auditor of Public Accounts, and the Chancery Clerks of the counties through which each road or roads run.

Approved February 11, 1898.

CHAPTER 103.

AN ACT to Punish Shooting Firearms or Hurling Missiles at or into Moving Trains.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That if any person shall wilfully shoot any firearms or hurl any missile at, or into, any moving train within the State of Mississippi, such person shall, upon conviction, be punished by imprisonment in the State penitentiary for not less than one year or more than five years.

SEC. 2. That this Act take effect and be in force from and after its passage.

Approved March 10, 1900

CHAPTER 106.

AN ACT to Amend Sections 3885 and 3886 of the Code of 1892, and Constituting the Railroad Commissioners Assessors of Telephone Property in this State.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That Sections 3885 and 3886 of the Code of 1892 be, and they are hereby, so amended as to read as follows:

3885. *Telegraph, express, sleeping car companies, etc.*—Telegraph, telephone, express, sleeping car, palace car, and dining car companies shall be assessed for *ad valorem* taxation in the same manner as railroads; and the Railroad Commissioners shall be assessors thereof; and shall perform the same duties in respect thereto, as in the case of railroads, and at the same time and with like effect. The clerks and tax collectors shall perform the like duties as required in case of railroads.

3886. *The same; schedules.*—The person or corporation owning or operating a telegraph line or telephone line, or carrying on the business of an express, sleeping car, palace car or dining car company, shall file the schedules required of railroads within the time and under like penalties; and the schedules shall contain the same or such of the particulars required of railroads, as to the property and rights of the company, as the Railroad Commissioners shall direct, and such other particulars as they shall demand.

SEC. 2. That this Act take effect and be in force from and after its passage.

Approved March 1, 1902.

CHAPTER 104.

H. B. No. 213.

AN ACT requiring railroads to settle all claims for lost or damaged freight within a reasonable time.

Railroads to settle claims for lost or damaged freight within reasonable time.

SECTION 1. *Be it enacted by the Legislature of the State of Mississippi*, That all railroads, all corporations and individuals engaged as common carriers operating in this State shall be required to settle all claims for lost or damaged freight within a reasonable time, to wit: that freight lost or damaged between two given points on the same line, or system, shall be paid within sixty days from the filing of written notice with the agent of the railroad or other

company at the point of destination of said freight of the loss or damage thereof. And where freight is handled by two or more roads or system of roads, and the same is lost or damaged, said claim shall be paid within ninety days from the filing of written notice with the agent of the railroad or other company at the point of destination of said freight, by the consignee of the loss or damage thereof; *provided*, that this section shall only apply to claims against such railroad or other companies where the amount claimed is fifty dollars (\$50) or less.

Twenty-five per cent damages assessed for failure to comply with this Act.

SEC. 2. That any railroad or system of railroads, and all corporations and individuals engaged as common carriers, failing to comply with the provisions of Section 1 of this Act shall be liable to the consignee for twenty-five per cent damages on the amount recovered for such loss or damage after the time provided in this Act within which such settlement shall be made.

SEC. 3. That all laws or parts of laws in conflict with this Act be, and the same are hereby repealed.

SEC. 4. That this Act take effect and be in force from and after its passage.

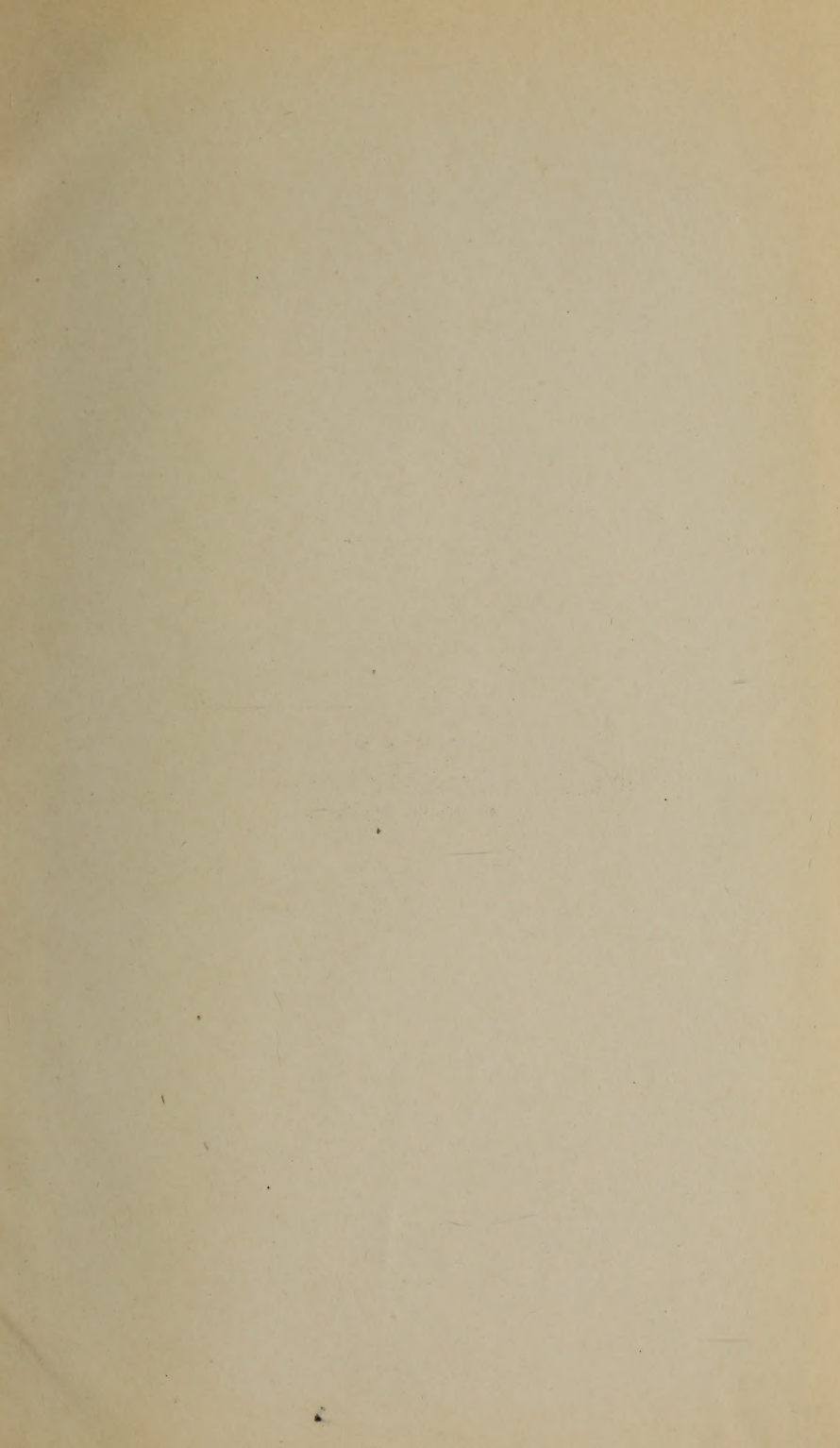
Approved March 10, 1904.

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